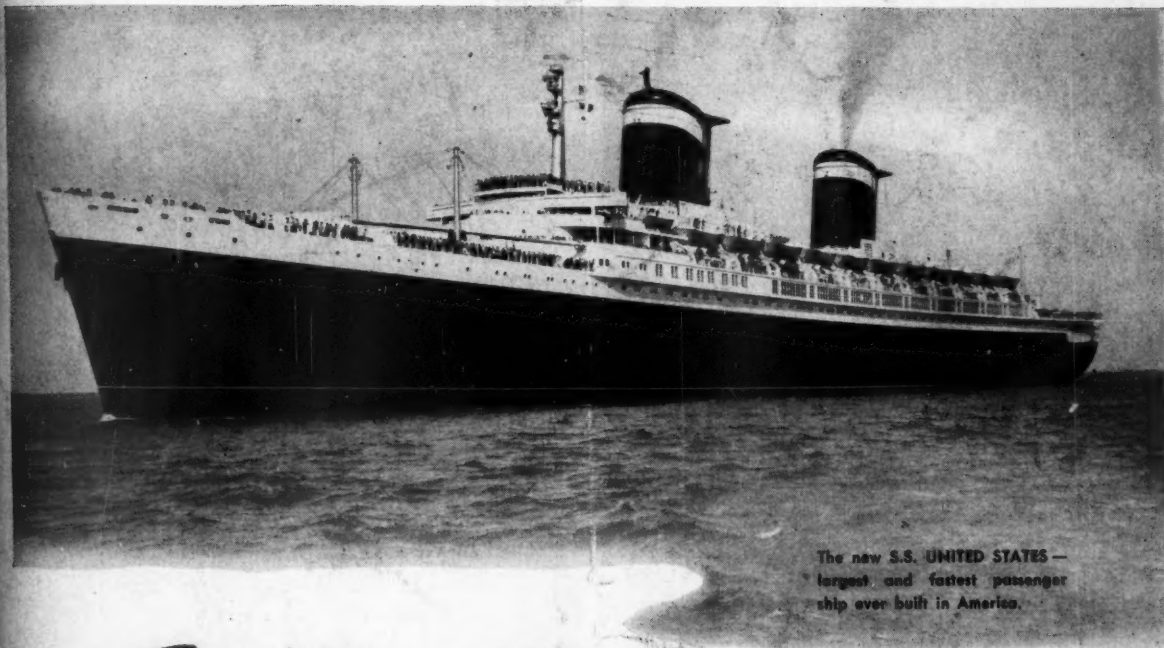


ATLANTIC FISHERMAN

JULY
1952

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The new S.S. UNITED STATES —
largest and fastest passenger
ship ever built in America.

Red, White & Blue Rope

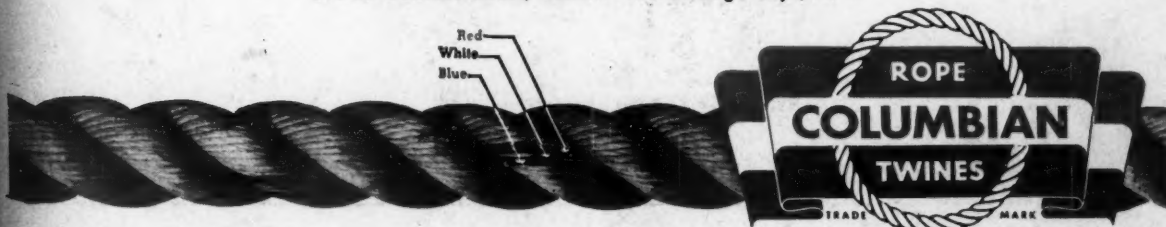
Safeguards Ships of U. S. Lines...

As the new superliner S. S. UNITED STATES goes into active service, Columbian Rope—standard equipment for years on the United States Lines' fleet—takes its place as one of her safeguards.

It is only fitting that this new luxury liner with the red, white and blue stacks—America's finest ship—should use Columbian Manila with the red, white and blue markers—America's finest rope!

COLUMBIAN ROPE COMPANY

310-80 Genesee Street, Auburn "The Cordage City", N. Y.



Boston Office and Warehouse

38 Commercial Wharf

GM DIESEL
CASE HISTORY No. 509-20

GM DIESEL
CASE HISTORY No. 509-20
BOAT AND OWNER: "Anna T," 42-ft. transom
stern purse seiner owned by Norman
R. Lauritzen, Unga, Alaska. Designed by
Edwin Monk, Seattle; built by
Grandy Boat Company in 1950.
Horsepower: 107 S.H.P. GM 4-71 Diesel
Engine

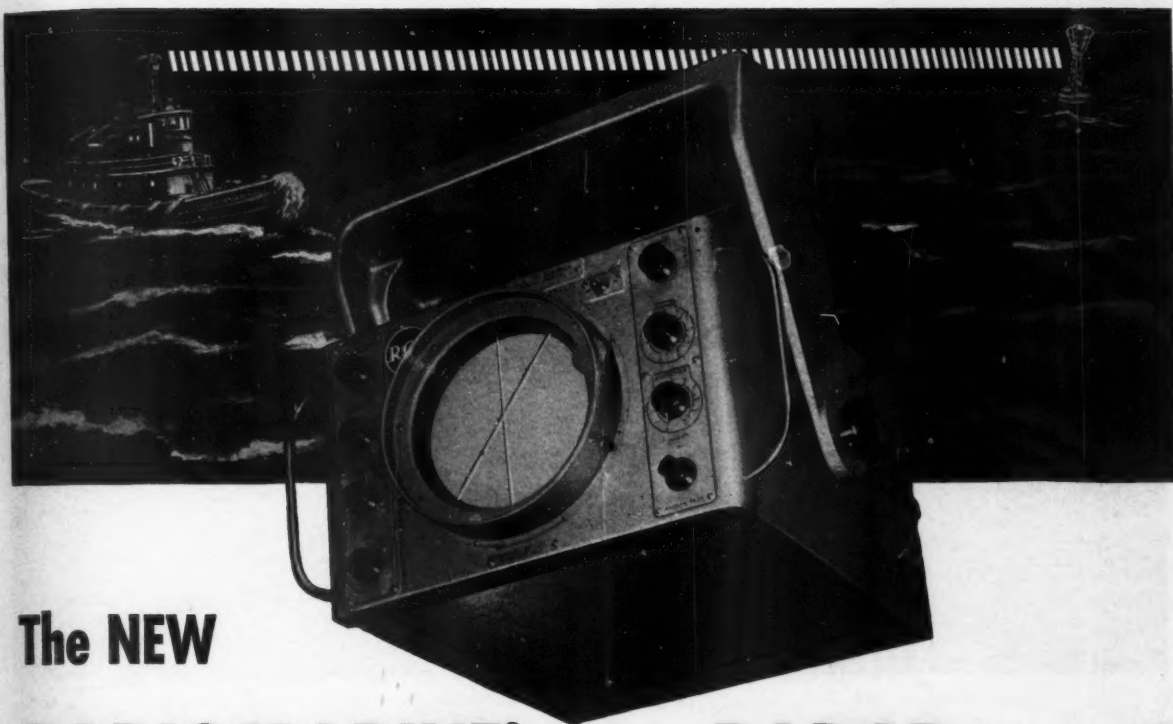
INSTALLATION: 107 S.H.P. GM 4-71 Diesel turns 28" x 22" three-blade propeller through 2:1 reduction gear. Engine equipped with space-saving GM hydraulic reverse gear.

PERFORMANCE: Owner reports complete satisfaction in three years of operation. No repairs to date. Fuel consumption low, about 4 gallons per hour. Compactness of engine contributes to big pay load capacity (10,000 humpback salmon).



THIS DIESEL STARTS AT A MINUTE'S NOTICE





The NEW

RADIOMARINE® 3.2 cm RADAR...

for work boats, fishing craft and small vessels

Now, mariners aboard small craft also can enjoy the advantages of radar. This new, low-cost Radiomarine Model CR-103 offers all the advantages of modern radar. Use it for pilotage... for position finding... as an anti-collision aid... for detecting storms.

Despite its small size, it has a 30-kilowatt transmitter. Operating on a wave length of 3.2-centimeters, it

provides dependable and superior service.

Engineered and constructed to fit the small space limitations of tugs, harbor craft, trawlers, fishing craft, ferries and yachts, the CR-103 has these outstanding features:

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50-inch diameter low wind resistance antenna, weighs only 150 lbs.

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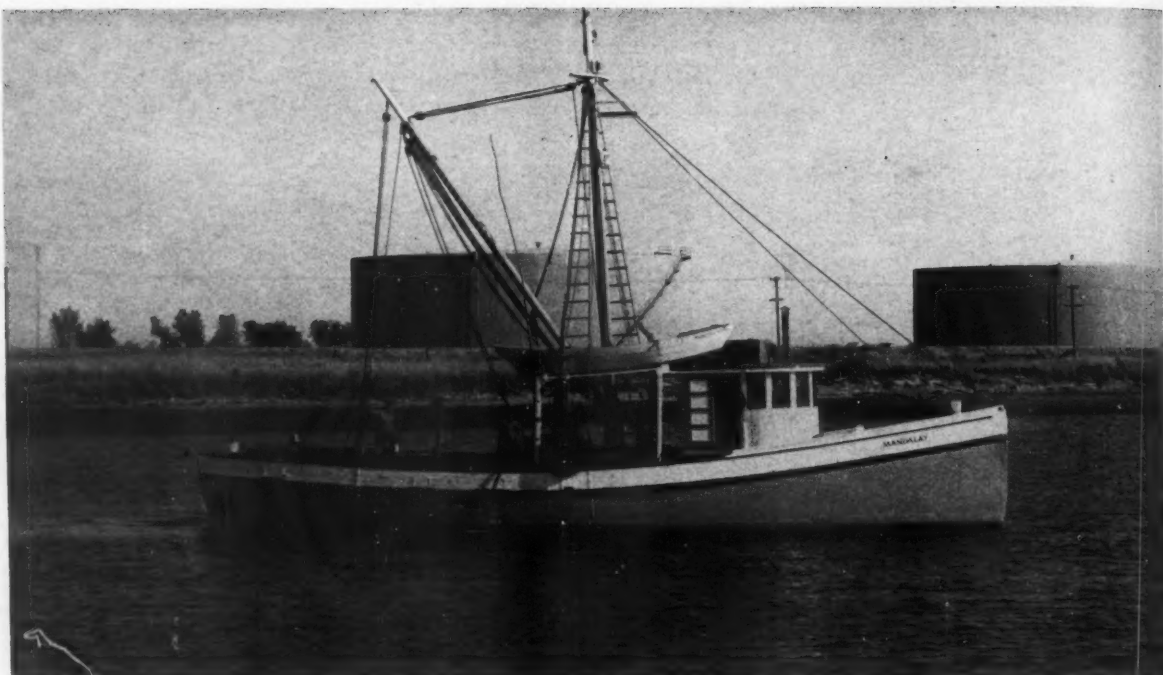
Mounted on a table or shelf

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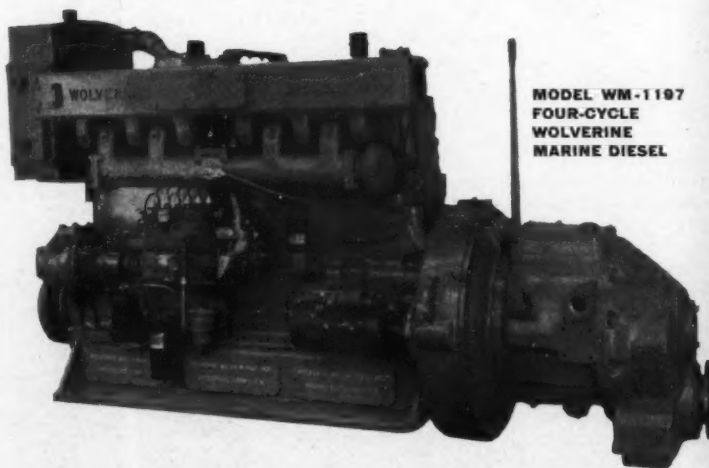


Dragger "Mandalay" Gets Her Third Wolverine in 23 Years

In 1929, Capt. James H. Lawrence of New London, Conn., bought a 2-cycle, 6-cylinder 75 hp. Wolverine Diesel for his 60-ft. dragger "Mandalay". As Capt. Lawrence said, "the engine worked out very well", but 10 years later he wanted more power, so he purchased a 4-cycle, 4-cylinder, $8\frac{1}{2} \times 12\frac{1}{2}$, 120 hp. Wolverine.

Now after thirteen years of fully satisfactory service with his second engine, Capt. Lawrence decided he wanted still more power to meet the present-day needs of successful fishing. Again he went back to Wolverine, and installed a 6-cylinder, $6\frac{1}{4} \times 6\frac{1}{2}$, 165 hp., 1400 rpm. Diesel with 3:1 reduction gear.

This compact, light weight engine, placed in the same engine room space and turning a 48 x 32 propeller, gives the "Mandalay" a speed of 10 knots.



MODEL WM-1197
FOUR-CYCLE
WOLVERINE
MARINE DIESEL

Here is the Wolverine Diesel that powers the "Mandalay". There are numerous other heavy duty slow speed, medium speed and light weight Wolverine models from 120 to 360 hp. Ask for complete specifications.

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MANUFACTURERS OF MARINE ENGINES SINCE 1894

Editorial

Fishing Boat Inspection Desirable

Early this year, Congressman Nicholson introduced a Bill (H.R. 1762) for promoting the safety of life and property at sea by making commercial fishing vessels subject to the rules and regulations of the United States Coast Guard Marine Inspection.

Under the Nicholson Bill, fishing vessels of over 15 gross tons, operating outside the line dividing the high seas from inland waters, would be subject to an annual inspection of hull, bulkheads, machinery and equipment. A check would be made of lifeboats, preservers, life buoys, pumps, radio, alarm bells, first aid kits, sounding equipment, underwater fittings, propeller and shaft.

The Bill would require that every fishing vessel have two bilge pumps, one suitable for fire use; that it carry two ring buoys with 15 fathoms of line attached, one life preserver for each crew member, line carrying gun and projectiles, carbon dioxide or foam-type fire extinguishers, fire hose and nozzles, proper anchors and ground tackle, and lifeboats or dories to accommodate the entire crew, to be supplied with sufficient rations for 72 hours, white lantern or flare-up light, bailer, hatchet, boathook and oars.

Crews quarters and mess room would need to be fitted with an emergency alarm bell, operated from the pilot house, independent of ship's power, and the vessel would need a first aid kit and some means of communication between ships and shore. On vessels of 100 gross tons and over, an emergency speaking tube would be required between engine room and pilot house.

The Bill states that no fishing vessel should be navigated or operated except in charge of an operator licensed for such service by the Coast Guard Marine Inspection. Vessels operating more than 12 hours out of 24 in any one day would be required to be in charge of a licensed master. Masters, mates and engineers holding licenses for uninspected fishing vessels could have them changed to cover inspected vessels; those not holding a license provided they had a year's experience, could obtain one upon examination. Before a vessel departed on any trip, it would be necessary to file a crew list.

The Safety Bill would require that fishing vessels be fitted with reasonably watertight bulkheads, one to be forward of the engine room and one aft of the forecabin, also a reasonably watertight flat to prevent flooding of the engine room in case of a leak in the stern.

Other provisions of the Bill require that no major repairs or alterations to hull or machinery can be made without approval of the Coast Guard Inspection Service, and that on new construction, the plans and specifications must be approved by the Coast Guard or a recognized classification society. Where plans and arrangements possibly permit all sections used by the crews must be provided with not less than two avenues of escape.

The Nicholson Bill was referred to the Committee on Merchant Marine and Fisheries, but no hearing has been held and it is doubtful if any action will be taken in this session. A companion bill, with some minor variations, was introduced in the Senate by Senator Lodge.

However, in view of the continuing loss of fishermen's lives and fishing vessels, there will be further attempts to bring fishing craft under inspection. At the present time, vessels used for fishing are the only commercial vessels not subject to inspection.

In the interests of both crews and owners, it would be desirable to have some type of regulation to insure fishing vessels being maintained and equipped in safe condition. While the Nicholson Bill may be far reaching in some cases, it is a step in the right direction. With the co-operation of the industry, necessary modifications could be worked out so that the fishing fleet would have a practical law which, without creating any severe hardships, would prove beneficial to all concerned.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXIII

JULY 1952

NO. 6

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★ On the finest marine engines 4 to 1000 H.P. ★

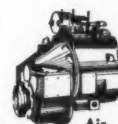
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G652-F

NORDBERG MFG. CO.

Milwaukee, Wisconsin



NORDBERG



Sounding-Lead

Forecast for third quarter of 1952 by Fish & Wildlife Service predicts strong or active markets for croaker and mackerel; firm or fairly firm market for bluefish, mullet, sea trout, swordfish, and canned mackerel; steady or fairly steady markets for ocean perch, pollock, red snapper, salt herring and sardines; unsettled markets for butterfish, flounder and sole, rockfishes, sablefish, scup or porgy, sea bass and canned herring; dull or weak market for cod, haddock, and whiting.

Among shellfish, fairly firm market is predicted for canned shrimp, market for canned crab meat is expected to be steady; market for clams and scallops fairly steady; unsettled markets are anticipated for crabs, lobsters, and shrimp.

Among by-products, fish meal is expected to be in most advantageous position, but with domestic production at its peak and continued heavy imports, market is expected to be somewhat unsettled. Markets for fish oils are expected to be weak, in common with markets for fats and oils generally.

New deputy administrator of Defense Fisheries Administration is Andrew W. Anderson, chief of the Fish and Wildlife Service's Branch of Commercial Fisheries. Mr. Anderson will assume these new duties in addition to his present assignment for duration of DFA program. Milton C. James, who recently retired as assistant director of the Service, was DFA deputy administrator from its formation until his retirement.

Under a reorganization of DFA effected in December, 1951, Mr. Anderson took on additional duties as chief of Office of Operations in the defense fisheries organization and assumed responsibility for much of DFA's functional activities.

Trash fish landings for first five months of 1952 were 23,217,500 lbs., or over a half million more than in same five-month period of 1951. The Point Judith, R. I. catch increased considerably, going from 8 million to 13 million lbs. However, the New Bedford, Mass. yield dropped approximately 4 million lbs. to 9 million, and the Provincetown and Cape Cod, Mass. haul fell $\frac{1}{4}$ million lbs. to 328,000.

May production of trash fish was 9,306,000 lbs., which was 50% larger than May, 1951 landings. Point Judith, R. I. again was responsible for the increase, landings at that port having been 5,980,000 lbs., or twice as large as in May of last year.

National Republican platform for 1952 contains a number of planks which are of specific interest to fishing industry, including the following: "We vigorously advocate a full and orderly program for the development and conservation of our natural resources. . . . We favor restoration to the States of their rights to all lands and resources beneath navigable inland and offshore waters within their historic boundaries.

"We favor protection of our fisheries by domestic regulation and treaties, including safeguards against unfair foreign competition."

No striped bass netting would be allowed if bill introduced in House by Congressman Gary Clemente of New York becomes law. Measure, which was filed at urging of New York and New Jersey sports fishermen, carries stiff penalties for taking striped bass by commercial methods. Bill makes it illegal to use nets, seines, or similar contrivances in catching the fish.

Tests on electro-fishing in salt water were conducted by German experimental vessel R-96 recently. Experiments were quite successful, and both herring and cod were drawn, as if magnetized, to source of current. Re-

peated trials demonstrated that it was possible to assemble widely dispersed schools and even single fish in front of trawl opening. Cod reacted at a greater distance from source of current than herring because of their greater body surface.

By using correct current, small and young fish can be excluded from magnetic influence of electrodes so that one can, from bridge of vessel, literally sort out catch according to size and kind before trawl catches them. Manufacturer of an electro-trawl has begun, and it is expected that gear can be tested soon.

Cold storage holdings of fish and shellfish were 147 million lbs. on July 1, which was 20 million higher than on same date year ago. Salt-water fish, at 117 million, accounted for 80% of the total holdings, with fresh-water fish at 5% and shellfish at 15%.

Holdings of cod filets more than doubled, being 12 million lbs., compared to 5 million; while the 4-million-pound holdings of flounder filets, including sole, tripled. The 10 million lbs. of haddock filets in storage were about a million more than last year. Ocean perch holdings of 11 million decreased 2 million. Pollock filets jumped from approximately half a million to 2½ million. Headed and gutted whiting totalled 10½ million, a decrease of over 2 million lbs. Scup increased from 201,000 to 773,000.

Holdings of shrimp held steady at 15 million lbs., while oysters nearly doubled, to reach 438,000. Scallop holdings of 961,000, showed a drop of one million from the previous year.

Total amount of fish and shellfish products frozen during month of June was 47,755,000 lbs., a gain of 3 million over June, 1951, which was accounted for by increases in salt-water fish.

Groundfish fillet imports for first five months of 1952 amounted to 47,939,200 lbs., an increase of about 10 million lbs. compared to same period of 1951. Although imports from Canada were slightly less than last year, those from Iceland amounted to 15,779,300 lbs., which was nearly one-third of the total imports from all countries, and over 5 million lbs. more than she sent in during 1951.

Imports of filets from Denmark and England showed very substantial increases. Denmark shipped in 1,939,100 lbs., compared to less than 100,000 lbs. in 1951. Imports from England jumped from 78 lbs. to 1,157,600 lbs. Norwegian shipments, which totalled 3,756,000 lbs., were up over a million lbs. from last year.

A drop of nearly a million lbs. was shown by the May fillet imports, which totalled 5,232,000 lbs. Iceland was mainly responsible for the decline, having shipped in only 230,600 lbs., or over a million lbs. less than in May, 1951.

Tuna import study was instituted by U. S. Tariff Commission on June 30 to determine effect of imports of fresh or frozen tuna fish on livelihood of American fishermen. Purpose of investigation is to uncover facts relative to production, trade, and consumption of tuna fish in United States, taking into account all relevant factors affecting domestic economy, including interests of consumers, processors, and producers.

Upon completion of investigation Commission will submit a report of results thereof to Senate Finance Committee. Such report will include statement of findings as to effect upon competitive position of domestic tuna fishing industry of present duty-free entry of fresh and frozen tuna. Public hearing at which all interested parties will be given opportunity to express their views will be held in connection with investigation.

Senate recently defeated by 43-32 vote a bill to place temporary 3¢ per pound tariff on imports of fresh and frozen tuna. House passed the measure last October.

Aimed at big imports from Japan and Peru, bill was described by its sponsors as necessary to revive West Coast fishing industry. About 25,000 persons connected with this industry are jobless, measure's supporters said. Senators fighting the bill claim it would ruin East Coast canners.

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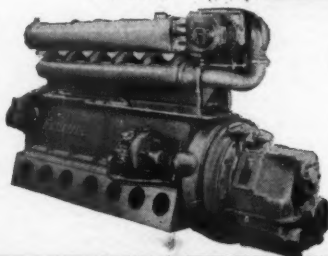
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Enterprise 4-cycle marine diesels are built in 3, 4, 6 and 8 cylinder models, normally aspirated and turbocharged, from 68 to 1974 HP.

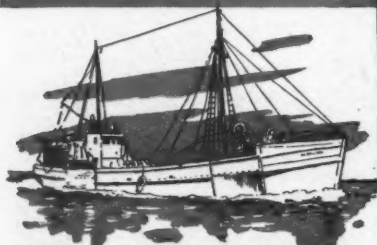


For shrimpers, fresh market boats, crabbers, Alaska limit and other small craft.



Model DMM-36
(with reverse reduction gear)

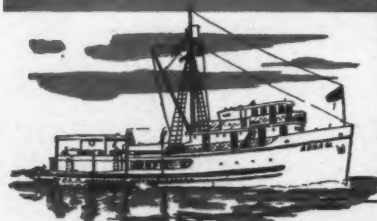
Enterprise M Series Diesels are built in 3, 4 and 6 cylinder models, 8" bore x 10" stroke. Turbocharging is available on 6 cylinder engine, as shown at left. Ratings in this series range from 68–400 HP at 450–800 RPM.



For trawlers, menhaden boats, purse seiners, cannery tenders, and other medium size craft.

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Series G Diesels, in 6 and 8 cylinders, furnish powerful, heavy-duty propulsion in a wide variety of marine services. Designed with 12" bore x 15" stroke, this series is rated 273–1388 HP at 250–600 RPM. Turbocharging available on all models.



For draggers, tuna clippers, fishery explorers, refrigerated carriers, whalers and other larger fishing craft.



Model DMQ-38

Largest in the Enterprise line, Series Q Diesels are built in 6 and 8 cylinder models, 16" bore x 20" stroke, normally aspirated and turbocharged. Conservatively rated 647–2056 HP at 250–375 RPM.

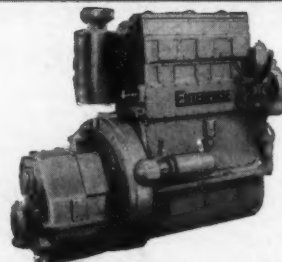
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Compact, with a low weight to HP ratio, the Enterprise DMM-3 shown here offers exceptional performance for main propulsion in small craft or for AC or DC electric service where required. DMM-3 is rated at 68–130 HP at 450–800 RPM. KW rating: 45 to 80 in the DSM-3.



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Johnson

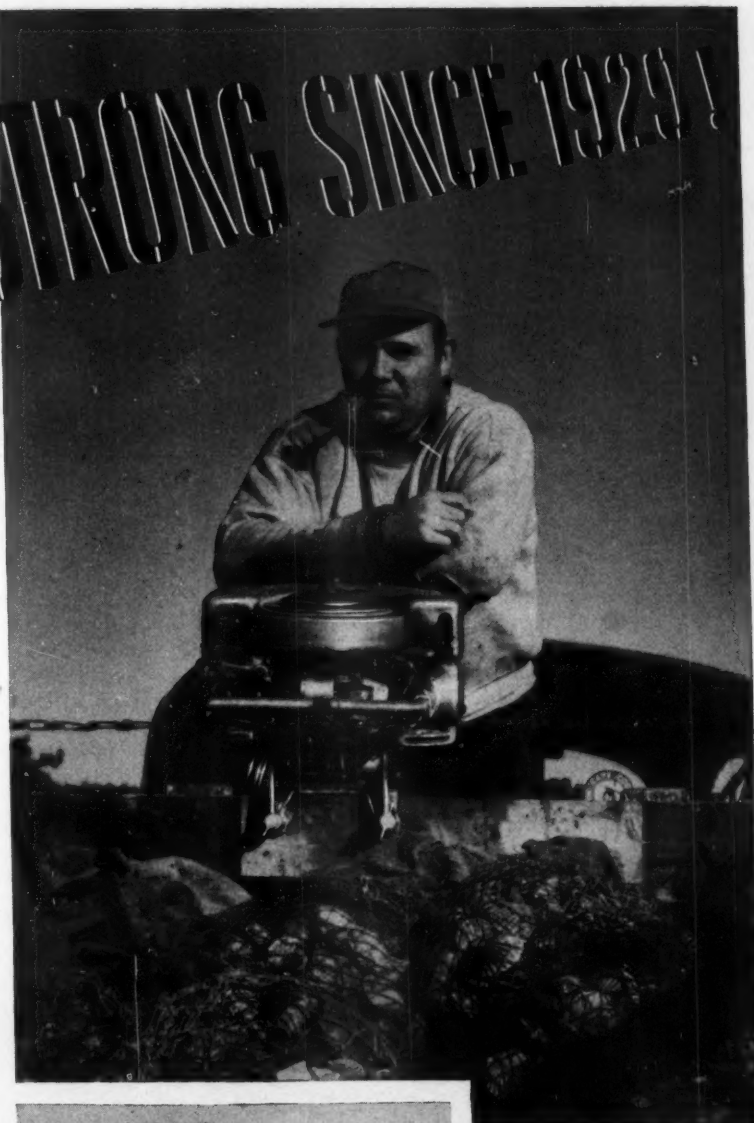
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new 25 hp. Johnson
Sea-Horse 25



Above: Scallop fisherman, Herb Bassett, and his 1929 model K-45 Johnson which has been in continuous commercial use for 23 years!



Left: Irvin Stenge, shrimp fisherman. His 16 ft. skiff is dependably powered by a 6-year old 5 hp. Johnson.

ANOTHER PERFORMANCE RECORD FOR **ATLAS MARINE DIESELS** ESTABLISHED BY DRAGGER "BENJAMIN C"

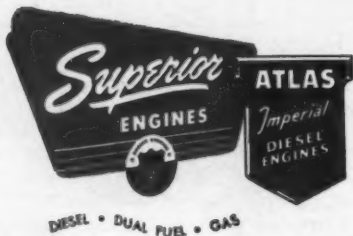
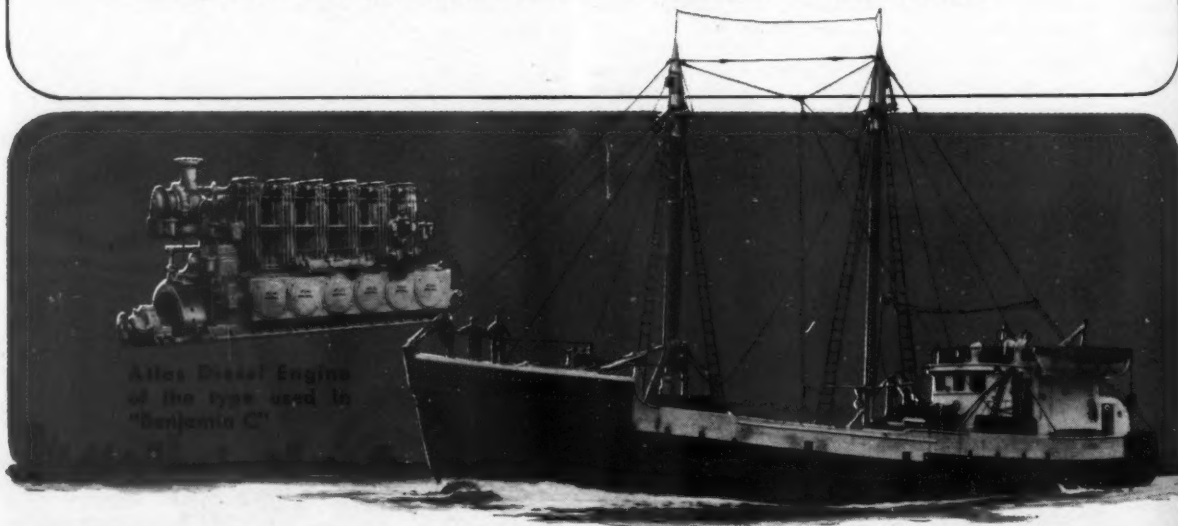
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Jointly owned by Producers Fish Company and her skipper, Joseph Ciaramitaro, the "Benjamin C" was named after Benny Curcuro. She is 100 feet long and is powered by a 6-cylinder, 400 h.p. Atlas Diesel operating at 300 r.p.m. Completely itemized operating costs and income reveal the economy in fuel and lubricating oil of Atlas 4-cycle Marine Diesels.

The serviceability of the "Benjamin C's" engine is best expressed by Captain Ciaramitaro—"We have not lost an hour due to the engine since being commissioned in 1946. In fact, it is now (1951) getting its first major overhaul."

If you'd like to see the statistical record of performance of the Atlas Diesel powered "Benjamin C" write National's Engine Division at Springfield or call the nearest sales and service office. Be sure to ask for bulletins on Superior and Atlas Marine Diesels.



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Robida Heads Southeastern Fisheries Association

New Group to Promote Welfare of Producers, Processors, Cannerymen And Distributors of Fish and Shrimp in Southeastern States

A. J. ROBIDA of Jacksonville was elected president of the newly-created Southeastern Fisheries Association organized June 23 at the Mayflower Hotel, Jacksonville, Florida. To serve with him are William F. Randolph of Apalachicola, first vice-president; Tony Ramos of Tampa, second vice-president; William Hughes of Everglades, secretary; and J. Roy Duggan of St. Simons Island, Georgia, treasurer.

"The first step in the success of this organization is to work together in promoting the industry's welfare," said Mr. Robida as he took over his new office.

Frank H. Fant, of Jacksonville, temporary president, opened the meeting by telling the group of about 200 why an organization of this kind was needed. "The purpose of the organization," said he, "is to foster the general welfare of the Southeastern United States fish and shrimp interests, including producers, processors, cannerymen, and distributors. It is needed to promote the development, the operation and the maintenance of the commercial fisheries in this section. An organized group is better able to protect itself against destructive laws and tariffs than are individuals."

Harold Colee of the Florida State Chamber of Commerce welcomed the group by saying that through a spirit of organizational effort and driving force the organization could overcome those obstacles which had for years retarded the industry's progress. He said that the Southeastern Fisheries Association could be an instrument for great good if it would "Get together, stay together and work together at all times for that which would not only forward the objectives of the organization, but gain the good will of the people of each State."

Mr. Fant then turned the meeting over to Charles E. Jackson, general manager of the National Fisheries Institute, who presided over the organizational activities.

A steering committee, representing Florida, Georgia, Alabama and the Carolinas, presented a code of by-laws which were briefly discussed and then adopted by the group. It was decided that in addition to the above named officers, a Board of Directors elected by the members of each particular region would control and manage the affairs and property of the new organization. A full-time executive secretary will begin his duties July 1.

Dr. Idyll Presents Five-Point Program

Dr. C. P. Idyll, research associate of the marine laboratory at the University of Miami, outlined a five-point program which might be adopted to overcome the "indus-



A. J. Robida (third from left) of Jacksonville, Fla., president of the new Southeastern Fisheries Association, confers with three of his fellow officers. Left to right: Tony Ramos of Tampa, second vice-president; J. Roy Duggan of St. Simons Island, Ga., treasurer; Mr. Robida; and William F. Randolph of Apalachicola, first vice-president.

try's main weaknesses." He listed these as "general apathy coupled with a lack of organization, and generally poor handling and shipping methods."

"These weaknesses," said he, "can be overcome, first, by the Southeastern Fisheries Association improving its public relations. The size and the importance of the seafood industry to the economy of our region should be stressed. People should know that Florida ranks fourth or fifth in the nation in the production of seafood. They should know that the shrimp industry alone is worth \$15,000,000 to the State at the first wholesale level."

"The importance of the Southeastern commercial fisheries has never been adequately presented. Their role in supplying food for a growing population has never been properly explained to the public."

"The Association should provide spokesmen in State and Federal legislative chambers. Legislators heed the voice of the many; they fail to hear the voice of an individual."

"Along with this," explained Dr. Idyll, "the Southeastern Fisheries Association can support the State Conservation Departments in enacting proper laws, in repealing outmoded, useless, and harmful laws, and in insisting on the adherence of fishermen and producers to these laws."

"Fourth, the Association can set up standards of quality and encourage the seafood industry to adhere to these standards. This requires education. The dissemination of technological information and suggestions for proper handling will reap great rewards. Many producers who now ship second-grade products do it through ignorance—they would be glad to be told how to improve their product."

"Finally," said he, "this organization should support research in fisheries biology and technology. Research is the life blood of any industry. Fisheries, especially in this region, have failed to realize this until recently."

Dr. Idyll recommended that in carrying out this five-point program the Southeastern Fisheries Association should make full use of existing associations and agencies, including the research agency of the State Board of Conservation which is the Marine Laboratory at the University of Miami. "The latter," said he, "is embarked on several long-range, useful projects."

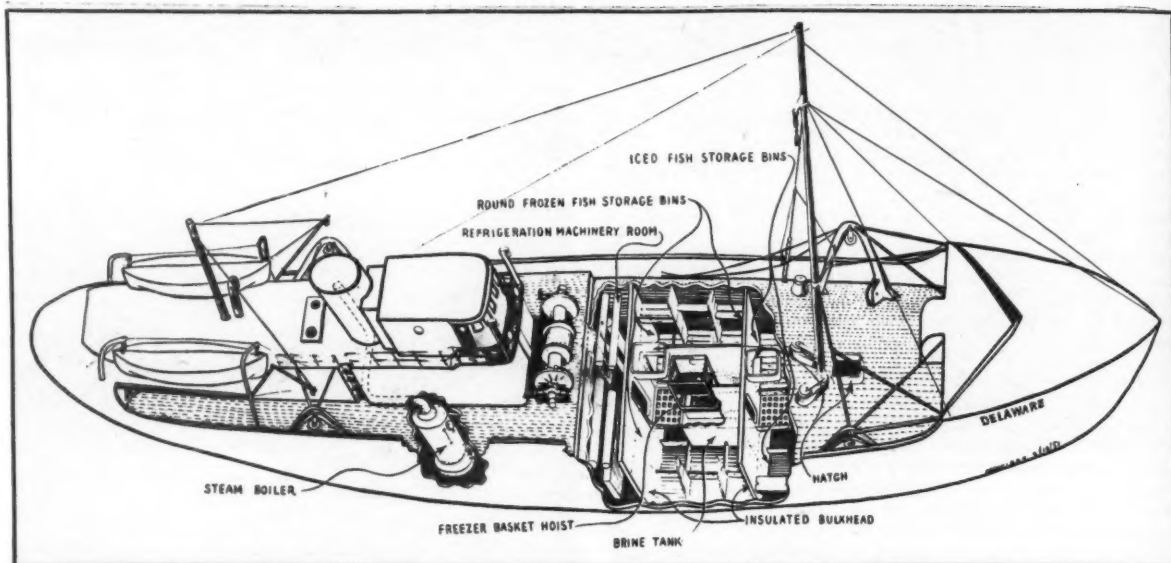


Left: Charles E. Jackson, general manager of the National Fisheries Institute, who presided over the organizational activities of the new Southeastern Fisheries Association; and Frank H. Fant of Jacksonville, who acted as temporary president.

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Cut-away view of Fish & Wildlife Service experimental freezing trawler "Delaware" showing location of refrigeration system and storage.

Frozen-at-Sea Round Fish Landed at Boston

Fish & Wildlife Service Experiments on "Delaware"
Demonstrate the Advantages of Freezing Aboard Ship

THE Boston Fish Pier set a precedent June 11 when for the first time in New England whole fish caught at sea and immediately frozen were sold commercially over the New England Fish Exchange. The frozen whole fish catch which consisted of 23,200 lbs. of haddock, was landed at the pier from the experimental freezing trawler *Delaware*, skippered by Capt. Dennis Hayes and operated on Georges Bank by the U. S. Fish & Wildlife Service. Five companies purchased the fish for later processing into fish fillets.

On her following trip, which extended from June 18 to 25, twenty-five haulbacks were made for a total of 30,530 pounds of fish. Of this total, 15,690 pounds were haddock, (8 to 10 pounds each) and 13,840 pounds were scrod, (2½ to 3 pounds each).



Frozen round haddock being removed from the refrigerated hold of the "Delaware", which is maintained at below freezing temperature by refrigeration coils.

Freezing fish at sea as a means of preserving freshness throughout extended trawler voyages has aroused considerable interest in New England, and the Fish & Wildlife Service tests may well revolutionize the fishing business, at least as far as large vessels are concerned. Freezing-at-sea offers several advantages: (1) It simplifies work aboard ship, since the fish do not have to be gutted. (2) It enables shore plants to store landed fish until wanted; thus eliminating the need for immediate processing and allowing operation of plants on an even schedule. (3) It makes all the by-products available on shore in the same condition as the freshly caught state.

The trawler *Delaware*, aboard which the Fish & Wildlife Service has been making tests for the past year, operates out of the Service's East Boston laboratory, which is in charge of J. F. Puncochar, chief of North Atlantic Technological Research.

Boris O. Knake, Fishery Methods and Equipment Specialist of the Fish & Wildlife Service at this station, is in charge of operation of the vessel. Otto Goranson is chief engineer on the *Delaware*, and two laboratory technologists are taken on the fishing trips.

Fish handling facilities of the Service at East Boston include sufficient space and equipment for (1) the holding (not freezing) of up to 10,000 lbs. of frozen fish in a low-temperature storage room; (2) the water-thawing of frozen fish in 1,000-pound lots; and, (3) the cutting and packaging of fish on a pilot-plant scale.

It is the purpose of the Fish & Wildlife Service at this time to develop fish-freezing and handling methods which are adaptable to the present New England fishing vessels rather than to work out methods of freezing and handling that would require the extensive conversion of these trawlers or the redesigning and building of new fishing vessels. Freezing fish at sea is not entirely a new procedure and is practiced in some areas with success, particularly on West Coast species such as tuna.

Preserving fish aboard vessels by freezing for later defrosting, processing, and refreezing ashore is contrary to the rather widespread popular belief that once fish is frozen it should never be refrozen. However, fish frozen

at sea upon being taken from the water, can be thawed and refrozen because they are still in the first stage of rigor mortis after being defrosted on shore.

The ability of fish flesh to withstand the process of freezing, thawing, and subsequent refreezing is in large measure governed by the condition or freshness of the fish at the time of the initial freezing. Studies by the Fish & Wildlife Service indicate in general that frozen fillets prepared from round frozen-thawed fish are as good or better in quality than fillets prepared from experimentally-iced and, in the case of ocean perch, commercially-iced fish.

Report on First Semi-commercial Processing

Preliminary data and observations resulting from the first semi-commercial-scale processing of fish caught and frozen in the round on the *Delaware* during the latter part of 1951 are now available. The major portion of the catch during this period of fishing was scrod haddock.

When the size of a haul was 1,000 to 1,500 lbs., the fish were divided into two approximately equal lots. The first lot was immediately washed and put into the brine-freezer tank, in approximately 200-pound units for each segment of the rotor. The brine in the tank had previously been brought to 6°F. and the fish were kept in motion in the chilled brine until completely frozen. The brine freezer has a total capacity of approximately 2,500 to 3,000 lbs. of round fish and requires from one to three hours for the freezing cycle.

After freezing, the fish caught during this particular experimental trip were removed from the brine and stored at 20°F. in the refrigerated area located in the after part of the fish hold. The second lot of scrod haddock from the same drag was dressed and iced in the forward part of the fish hold in accordance with normal New England trawler practice.

When the *Delaware* returned to East Boston, the round brine-frozen fish were transferred to storage at 0°F. in the cold storage room at the Fish & Wildlife Service laboratory pilot plant. The iced fish were taken to a commercial fish filleting plant where they were processed in accordance with standard commercial procedure.

Handling of Brine-Frozen Fish

The brine-frozen scrod haddock were thawed at the pilot plant in a 3 x 3 x 8' galvanized-iron thawing tank,



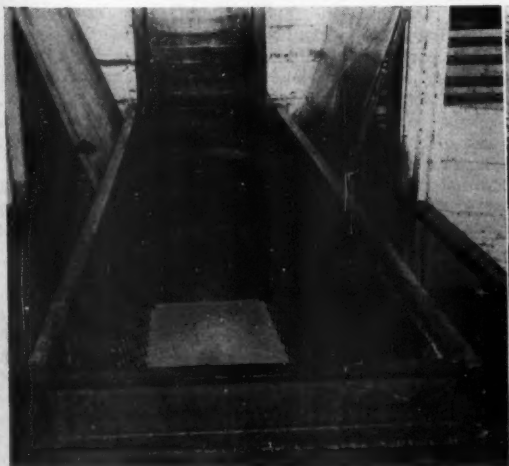
Crew members of the "Delaware" showing left to right, back row: Edward Sinnott; William Sweeney; James Battcock, refrigeration operator; Capt. Dennis Hayes, skipper; Boris Knake, Fish & Wildlife Service official in charge of operations; Dennis Boland, mate; Edward Reddy. Front row: Daniel McCue, Michael Sinyard, Joseph Dunn.

holding 1000 lbs. of fish. The water in the tank was held at about 53°F. and was kept in circulation by a centrifugal pump. The fish were in the thawing tank for 3½ hours, following which they were transported to a commercial filleting plant.

The scaling-machine operator at the plant was of the opinion that the round brine-frozen fish scaled with less hand motions than the dressed fish and the scaling was just as thorough.

In filleting, the "half nape" cut was used as in the case of the iced scrod haddock. The filleters encountered little if any difficulty in adapting their technique to the round fish. They did comment that the fish were considerably firmer than the iced-dressed fish normally delivered by the commercial fishing vessels. The time required to process this lot of fish was comparable to that for an equal amount of dressed fish. The remaining body portions of the brine-frozen fish were collected and the viscera were removed and weighed. The amount of visceral material obtained was 10 percent of the weight of the round fish. Yield of fillets from this lot of brine-frozen fish was 49 percent of dressed (not round) fish weight.

No significant differences in appearance were noted at the time of processing between the fillets from the brine-frozen fish and those from the iced fish. Taste-panel results in the comparison of the two lots of fillets after
(Continued on page 28)



Left: Rotary fish basket in the brine freezing tank, located in hold of the "Delaware"; Right: Catch of frozen round fish being unloaded from the vessel at Commonwealth Ice & Cold Storage Co., Boston Fish Pier.

Food Research Laboratories Aid Fishing Industry

By John A. Howland

THE story of the development and supply of human and animal foods over the years is, to a great extent, the story of the labors of the scientific man in the laboratory. Science has been the agency largely responsible for increasing our food supply, bettering its quality, protecting its purity, assuring its wholesomeness and palatability and even its proper packing, packaging and sale. Certainly, the catching and marketing of fish and fish products has benefited from the attentions of the scientific man in the laboratory and the researcher in recent years.

To a considerable degree fishing firms themselves in their own laboratories have, during the last generation, contributed vastly to these ends—to meet the constant demand for better products on the part of an ever more discriminating public. It is as true of fish as other foods.

Yet, the fact remains that many of our fishing companies, particularly the smaller type, consider the costs of such research beyond their resources—a "luxury". Regardless of whether research is an imagined luxury or a real necessity, it is available to the smaller fishery firm or cannery through the present-day services of the independent modern food research organization.

The history of many outstanding fish packers provides spectacular proof that scientific research is not a luxury. On the contrary, research insures against losses and charts the road to profits. To maintain his position, the alert fishery executive must attack today's problems and anticipate tomorrow's. He is invariably the one gifted with the foresight, sometimes acquired through costly experience, required to keep his fish business abreast of technological progress by constant research and laboratory control. Even those who appreciate the fact that expert scientific guidance is as essential as legal advice, too often encounter difficulty in finding an adequate source of such counsel.

Impartial "Outside Viewpoint" Helpful

It is also true that many fish producing processing firms with their own laboratories find an impartial "outside

viewpoint", and outside scientific assistance, invaluable particularly on occasions when controversial problems are to be faced and when something of extreme business importance hangs upon getting the correct answers.

Let us consider the primary functions of the modern independent food research organization as it is able to serve the industry: (a) In the field of analysis (control of quality and production); (b) In the field of consultation (labeling, sales promotion, litigation); (c) In the field of investigation (product development, evaluation and research).

Naturally, these functions are each subdivided into numerous accessory services which bring to the fish producer, processor, packer or distributor modern technical and scientific guidance and safeguards. After all, it is the business of the food scientist to be able to recognize and define the problems presented; to select and "blueprint" proper methods for their solution; to obtain the most reliable data his instruments, library, experience and skill can yield; to accurately interpret these findings; and finally, to present a report to the food company executive in such form that it can be applied to the practical problem in hand in the most efficient manner.

New Product Development and Quality Control

The modern independent food laboratory with its staff of trained people, and up-to-date facilities can aid even the smallest fishing firms, bringing the same complete and scientifically based information to the latter as is enjoyed by the very largest concerns. A good example of a modern independent laboratory available to the fishing industry is the Food Research Laboratories Inc., which has served the industry for more than a quarter century and whose scientific staff is under the direction of Bernard L. Oser, Ph.D. In discussing the operations of his laboratory, Dr. Oser said:

"The fact that such an organization as ours consists of scientific people working with scientific instruments and facilities might imply that our services are limited to laboratory testing. It is true that our laboratories are constantly at work helping clients in new product development especially before the products are finally materialized in the plants, and aiding scientifically in the proper control of food production by fixing and holding set standards of quality. However, a large part of our contribution is in the field of food sales promotion for some of the leading food purveyors of the Nation. Scientific man can often ferret out inherent merits in a food product, compare it precisely with a competing product, and work out sales and advertising approaches.

"Demonstrable scientific facts help many a fishing firm in all important labeling problems, too. Here a legal situation may be involved which must enlist the knowledge of a laboratory man familiar with present and proposed food legislation. But, in my view, the most important fact is this: Today all this costly equipment, scientific personnel, and all of the facilities of our laboratory (including the largest colonies of biological laboratory animals in the country) are at the service of the smallest food executive as well as the largest."

A trip through a modern food laboratory like this reveals how far the service has developed, its wide ramifications in protecting public health, in increasing human living enjoyment, and in furthering the interests of the fishing industry.

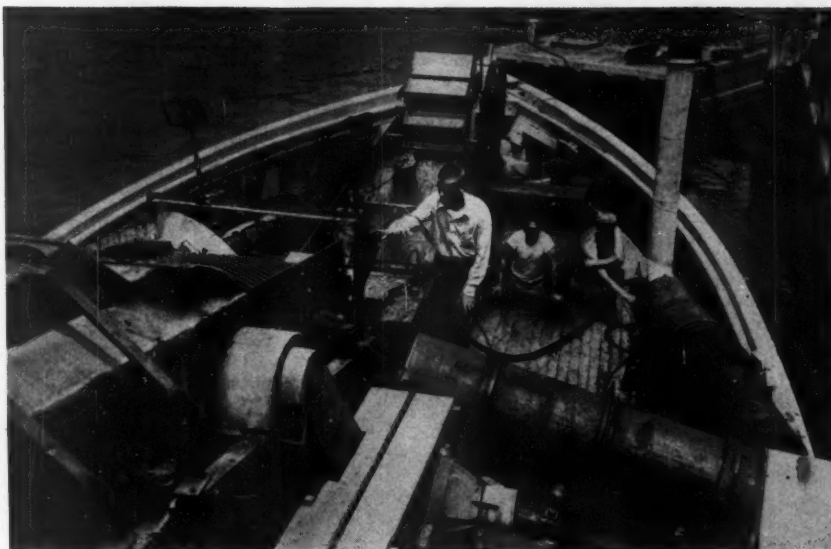
Over 6,000 animals including rats, rabbits, guinea pigs, mice, cats, dogs, chicks, and pigeons are bred or housed on the premises. Here we see the photoelectric spectrophotometers and fluorometers, precision weighing balances, vacuum distillation equipment, solvent extraction devices, sterilizers and autoclaves, and the myriad tools of the modern man with the white coat. Here bacteriologists are at work on food sanitation studies, nutritionists

(Continued on page 45)



Repainting net buoys at Anderson Fish Company docks in Munising, Mich., on Lake Superior. Commercial fishing laws require net buoys to carry the license number and extend 4' above water with a pilot flag attached to the upper side.

An overall view of the bow of the New Haven, Conn. suction oyster dredge "Rowe", showing the oyster drill killing mechanism installed on the vessel this year. At left, Capt. Hobart Stiles of West Haven stands near two vibrating screens which sift out the drills before they go into the long, inclined revolving barrel, where they are cooked. Second Engineer Joseph Pandolfi of North Haven looks out from the hatchway, and William Bomster of Branford, a crew member, crouches with a hand on the burner which provides heat to cook the pests. The ship is at the dock of H. C. Rowe & Co., its owners, on the Quinnipiac River in New Haven.



New Method for Killing Oyster Drills

Connecticut Suction Dredge "Rowe" Uses Gas Retort

A METHOD for killing oyster drills—small snails with insatiable appetites for oysters—has been developed by a New Haven, Conn. firm and "could conceivably revolutionize certain sections of the industry", according to Gordon Sweet of H. C. Rowe & Co., who helped invent the drill killer.

The principle of the drill killer is simple: extremely hot gases are passed over the pests as they fall through a series of baffles in a long inclined barrel before going back into the ocean. Although the theory is simple, in practice there are numerous interlocking problems to face. For one thing, temperatures up to 2,000° Fahrenheit have to be handled. For another the method would be impossible without a suction dredge like the 114' Rowe, skippered by Capt. Hobart Stiles of West Haven, which uses a giant vacuum cleaner to lift the oysters from their beds.

The Rowe itself has achieved international fame in its field. And the drill killer also has an international aspect—a contributor to the idea was Philip Jackson of the Institute of Seaweed Research, Iveresk, Midlothian, on the Firth of Forth, Scotland.

The Rowe drags a six-foot wide, seven-inch high nozzle over the oyster beds. A 20-foot length of 10-inch rubber suction hose is attached to the nozzle; there is another 40-foot length of 10-inch wrought iron pipe; and then another 20-foot length of hose into the ship making 80 feet of hose and pipe combined.

A jet of water at the rate of 3,600 gallons a minute is passed over the inboard end of the tube, and, acting on the venturi principle, 2,400 gallons per minute of water, oysters, drills, starfish, and even flounders and other fish are sucked up into the vessel.

The material coming up from the ocean bed gushes onto a two-deck vibrating screen, similar to those used to sift gravel. The top screen, which has a one-inch square mesh, retains oysters and large objects but passes the drills and "fines" to a second screen, which has a quarter-inch mesh. Smaller matter, and of course, a great volume of water, passes through both screens and then goes overboard.

Drills Shunted Aside

The oysters and other material retained by the top screen go to a shuttle conveyor belt. The drills and "fines" on the quarter-inch screen are shunted off to one side into

a slowly revolving retort—a barrel-shaped apparatus eight feet long and two feet across with a series of baffles inside.

Falling from one fin to another it takes about 15 seconds for a drill to pass through the retort. While the drills are within the retort, they are cooked by gases which come into it by way of an elbow joint connected with a horizontal cylindrical furnace on the deck nearby. The furnace has an eight-inch core through which the gases pass.

At the forward end of the furnace, a Hauck burner, using fuel oil and compressed air, generates a temperature of 2,000° Fahrenheit, but this temperature drops considerably even in the time it takes for the gases to get from one end of the furnace to the other.

Sweet explained that the steel elbow joint is exposed to the air. "If it were covered, it would probably melt," he said. "I've been told that it doesn't show any color from the heat, and that if it was a dull cherry red, the temperature would be 1,100°."

Heat is prevented from escaping from the lower end of the retort by a plate which does not turn with the barrel. There is a hole in the plate for the elbow joint, and an arc cut out at the bottom which allows the cooked material to fall out and then go overboard.

Heat Absorbed

"The heat utilization within the retort is so good that you can hold your hand over the upper end," Sweet said. The heat is absorbed by the drills and fines. Sweet figured the maximum rate at which they pass through as 500 bushels an hour, or eight bushels (600 lbs.) a minute.

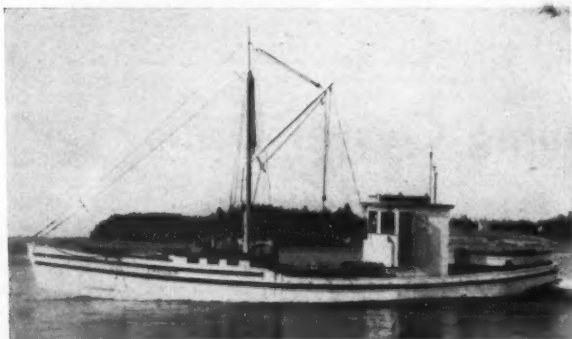
The vibrating screens and the revolving retort are operated by pushing buttons near the wheel in the spacious pilot house. A member of the crew lights the burner by hand, and someone stays near the burner while the mechanism is in operation, so he can turn it off in case of fire.

Tests have shown that one drill can destroy between 30 and 200 seed oysters in a year, depending on their size. "We've been catching them at the rate of 4,800 an hour," Sweet said, adding that the rate once climbed to 36,000 an hour when a bed inside the Middle Breakwater in New Haven Harbor was being cleared preparatory to planting with seed oysters.

Maine Dory Trawler Completes First Tuna Exploration Trip

The dory trawler *Marjorie Parker* returned to Portland on June 13 after completing the first trip of this year's bluefin tuna exploration for the Fish & Wildlife Service. The possibilities of floating long-line and surface trolling gear for capturing bluefin tuna in waters off the New England Coast were tested. The trip lasted 13 days, and a total of nine long-line sets was made. Fishing operations were conducted at selected spots from a southern-most point approximately 40 miles off Cape May, N. J., to the area off Boon Island, Me.

No bluefin tuna were caught during the trip, although small quantities of shark and groundfish were taken. Reports from fishing craft in the areas visited indicated that no tuna had been captured by commercial or sports fishing craft to date, except that bluefins were beginning to appear in Casco Bay, Maine, and about ten large fish had been harpooned by fishermen in that area.



Seaboard Packing Company's 53' x 13' x 5' sardine carrier "Frances" of Lubec, Me., which is skippered by Capt. Clyde Little. Her power plant is a 110 hp. General Motors Diesel.

"Bowdoin" to Do Tuna Research

Scientists representing the Fish & Wildlife Service expect to solve the secrets of the deep-sea conversations of tuna this Summer, when they will devote 90 days to listening in on tuna talks and observing tuna traffic signals. The *Bowdoin*, Capt. Donald B. MacMillan's famous Arctic schooner, will play a major role in the tuna expedition. Chartered by the Old Dominion Research and Development Co., a Virginia corporation, the *Bowdoin* sailed from Boothbay Harbor July 1 for Manchester-by-the-Sea, where scientists will board the vessel and begin their listening-in duties.

Knowledge about the movements of bluefin tuna, called "horse mackerel" by old-timers, is extremely scanty. The present expedition is an effort to determine the amount of tuna in New England waters, and thus lay the foundation for a file of information concerning this short-finned fish that spends its Summer vacation in waters along the New England coast.

Capt. Paul Palmer, veteran skipper, will command the *Bowdoin* during the expedition. "The limited work carried on so far," Capt. Palmer said, "proves there are enough bluefins in the waters during the Summer to support a sizeable tuna fishery."

Favor Closing Clam Digging Areas

Commercial diggers who attended a public hearing last month at Harpswell Center, expressed unanimous approval of closing six conservation areas at Sebascodegan Island and North Harpswell to the digging of clams, quahogs, mussels and marine worms for a period to be determined. The hearing was conducted by Dana Wallace of the Sea & Shore Fisheries Department.

Wallace reported a total of 372 bushels of seed quahogs taken in recent diggings from Fan Orr Cove, Sebas-

codegan Island, and transplanted to Rich Cove, Hen Cove, Coffin Creek and Diamond Cove at Sebascodegan Island, and Widgeon Cove and Avery Cove at North Harpswell. The closing of the areas specified is aimed at protecting these recent transplantings.

Seed Clams Harvested by Hydraulic Rake

A new device for raking seed clams has recently been put into use by members of the Fish & Wildlife Service and the State Sea & Shore Fisheries Department at the McKown Point station. Called a hydraulic seed clam rake, the device was invented by scientists at the station to save many hours of slow, tiresome work. It rakes up quantities of tiny clams which the scientists use in experimental "clam farms" and in the laboratory. The rake is operated by water under pressure.

The rake has a rectangular mesh box which is open at one end. This screened box is dragged through the sand or soft mud of a clam flat area. A pipe with a T at the end washes sand or mud away and pushes the clams into a fish net bag which is attached to the far end of the box. Iron flanges which act as skids are located on each side of the rake and control the depth at which the apparatus works. Instead of pushing the machine as one would a lawnmower, it is pulled.

A fire hose is attached to the rake's water pipe, and a portable pump at the water's edge supplies sea water for the washing process. The rake will collect about twenty bushels of seed clams per tide in reasonably well-stocked areas.

Lands Big Trip of Whiting

The fisherman *Carmella* and *Lois*, tied up at Portland Pier last month, looked as if it had sprung a leak. But it was almost down to the gunwales because of the load it was carrying—33,000 lbs. of whiting. Capt. Warren Martin and his one-man crew, Ralph Nappi, caught the whiting while fishing inside of Half-Way Rock.

Scallops Landed at Boothbay Harbor

In a little more than three weeks over 2000 gallons of scallops were delivered to Boothbay Harbor Freezer, Inc. On May 7 the *Pocahontas*, Capt. Maynard Lammi, brought in 1,000 gallons; on May 30 he brought in another 1,100 gallons.

Sardine Carriers Collide

The 57-ft. sardine carrier *America* was rammed by the carrier *Onawa* off Petit Manan on June 10. A ten-ft. hole was torn in the *America's* side forward of the wheel, but the two-man crew escaped unhurt. The 57-ft. *Onawa* was homeward bound toward Machiasport with a load of fish at the time of the accident.

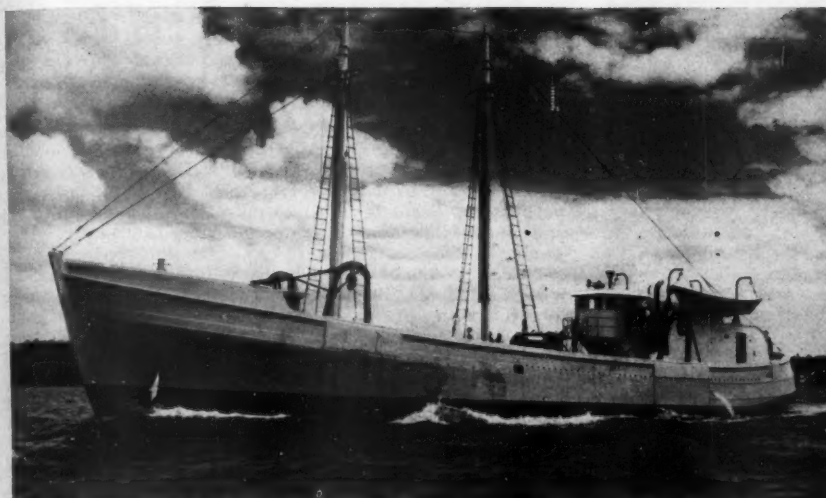
Boats Overhauled at South Portland

A large number of fishing boats have been overhauled recently at Story Marine Railway, South Portland. General overhaul and painting work was done on Capt. Otis Thompson's *Elinor & Jean* and *Ethelena*, F. J. O'Hara's *Thomas J. Carroll*, Fulham Brothers' *Thomas D.*, Lawrence Scola's *Lucy Scola*, Capt. Alexander's *Onward III* and Maine Fish Meal's scow *Myra Dobbins*.

The scalloper *Monte Carlo*, owned by Edwin B. Athearn of Falmouth, Mass. and operated from Portland under Capt. Oscar Malberg, received a complete paint job and had an Aqua-Clear Feeder installed on her engine. The *Marjorie Parker*, chartered by the Fish & Wildlife Service for tuna explorations, was conditioned at the Story yard.

Two Harris Co. draggers were painted, the *Annie Louise* also having some planking renewed, and the *Vagabond* getting a new oak knee over her rudder post and a Goodrich Cutless stern bearing.

Story installed new rudder stock and post on Capt. Joe Balzano's *St. Michael*. A new oak transom was put on Willard-Daggett's lobster smack *Gypsy IV*. The sardine carriers *Dracula*, owned by Quality House Specialties, and *Black Diamond*, owned by Seaboard Packing Co., were hauled for propeller repairs.



The new 110' Gloucester, Mass. dragger "Vilanova" on her trial run, and her Captain-owner, Joaquim Gaspar. She was built by Bristol Yacht Building Co., South Bristol, Maine, and is powered by a 400 hp. Enterprise Diesel.

New 110 Ft. "Vilanova" to Fish Grand Banks

A MAIDEN trip of 197,000 pounds of redfish was weighed out at Gloucester, Mass., by the new dragger *Vilanova* on July 3. Having an overall length of 110', beam of 21.8' and 12' draft, the vessel is the largest built for the New England fleet in several years. She is owned by Capt. Joaquim Gaspar of Beverly, Mass., and was constructed under cover by Bristol Yacht Building Co., South Bristol, Maine, who launched her in late April. The vessel is schooner rigged and will be used for fishing on the Grand Banks.

The hull of the *Vilanova*, designed by Harvey Gamage of the boat yard, is sharper than average. The stern is round and there is a good rake on the stem. Her registered dimensions show a length of 96.2' and depth of 12.6'. The fish hold capacity is 250,000 lbs. and gross tonnage is 198.

Heavily constructed throughout, the new dragger has double oak frames which measure 6 x 11" at the foot and taper to 6 x 6" on top. They are placed on 21" centers which makes a space of only 9" between frames. The keel is 12 x 24" with a 4" shoe. Planking is 3" oak, decking is 3" pine, the trunk is steel and the deck house sheathed with plywood.

On her trial run, the *Vilanova* made 11 knots. Propulsion power is supplied by a DMG-6 Enterprise Diesel, rated 400 hp. at 400 rpm. The engine has Twin Disc sailing clutch and front power take-off for the winch, and swings a 64 x 36 Hyde propeller on a 7" Monel shaft with Goodrich Cutless rubber bearing. Fram filters, furnished by Nap J. Hudon, Ross heat exchanger and lube oil coolers, and Maxim silencer are used. The rudder as-

sembly, including the port, holder and skeg, is of high-tensile manganese Kennebronze, made by J. F. Hodgkins Co.

The auxiliary power equipment consists of a Model EHS18-2-110 Deseco unit with Model 18-2, 2-cylinder, 21 hp., air starting Lister-Blackstone Diesel, direct connected to a 10 kw. Safety Car generator. The unit includes a Marine Products pump and Quincy air compressor, both of which are belt driven and individually controlled through Newton dry plate clutches.

The electrical system has a Safety Car load regulator, and the 15 kw. "Safety" generator operated off the main engine has "Safety" voltage regulator and relay. There are two sets of 110-volt Keystone batteries and a Deseco switchboard.

The *Vilanova* is fully equipped with navigating instruments. She has two DR5B Bendix depth recorders for 200 and 400 fathom readings, two RCA loran units, Model 260C, 200-watt Apelco radiotelephone, RCA Model CR-103 radar, RCA Model 8711 direction finder, all supplied by Louis Posner Marine Radio Equipment Inc., and a White compass.

Bodine & Dill furnished the "Gloucester" trawl winch, which has a flat friction type clutch and winds 400 fathoms of 7/8" Wickwire cable per drum. The deck pump is a 3" Edson model.

There are crew accommodations for 10 in fo'c's'le and 2 in the after cabin, with the Captain's stateroom on deck. The galley is fitted with a No. 450 Shipmate oil burning range, and a No. 350A Shipmate hot water heating boiler heats the after section of the vessel. Fresh water capacity of 1200 gals. is provided by two tanks under the fo'c's'le floor.

The vessel carries 8000 gals. of fuel oil in four engine room tanks. Henderson & Johnson paints were used for both bottom and top sides. The Harris Co. supplied four ship's clocks, the fastenings and turnbuckles.

Bristol Yacht Building Co. is completing a 77' scallop dragger for Capt. Raymond Larkey of Jersey City, N. J. and Capt. John Sturges of Brooklyn, N. Y., which will be powered with a 280 hp. Atlas Diesel.

Also under construction at the yard are two 77' scallopers that will duplicate the *Vivian Fay* of New Bedford. One is being built for Moses Schonfeld, and the other for Israel Kestenbaum, both of New York City. Power for each boat will be furnished by a 240 hp., heavy duty Wolverine Diesel.



The "Vilanova" ready for launching.

Mississippi's New Tuna Plant Nearing Completion

The Gulf Coast's newest industry is expected to "catch fire" this Fall when the first cans of tuna fish roll off the production line at the Moss Point, Miss. processing plant of Tuna, Inc. Construction of the plant will be followed by others in the near future, predicted John A. Butler, a member of the newly-born Tuna Sales and Management Co., which will handle distribution of the tuna processed by Tuna, Inc. The latter firm is headed by C. W. Drake, who has had many years experience with the tuna trade in California.

Officially, the tuna industry is already "off and running" at Moss Point, Miss. Officials staged a "dry run" during the Winter when the clipper *Gulf Star* docked at nearby Pascagoula with the first load of tuna ever brought into a Gulf Coast port. The load was sent on to South Carolina for processing.

The Gulf is claimed to be several hundred miles closer to the fishing grounds off the coast of Central and South America than California. When the Moss Point cannery actually begins operations, its ships will sail for the fishing grounds and stay until they get a load of tuna, which will require between 30 and 100 days, depending upon the weather and luck. The *Gulf Star* and the *Sun Jason* are the two clippers owned by the company at present, but at least two more ships are in the offing.

Each ship carries a crew of about 20 men. The catch is stored in the ship's hold and frozen. When the vessels return, they will dock at Pascagoula, where the tuna will be taken to the processing plant, thawed and packed.

In conjunction with the tuna trade, a fish reduction plant is already in operation at Moss Point. A number of smaller boats are being employed to fish for menhaden, the oil from this fish being used in cattle and poultry feed and other contents for fertilizer. This plant employs 35 workers under the managership of Joseph Jett, Jr. and is equipped to process 30 tons per day.

Shrimp Blessing to Be Held at Biloxi

Plans were made at a meeting the latter part of June in Biloxi for the blessing of the shrimp fleet Aug. 2 and 3. This year's program will overshadow previous events and will include a water parade of boats. Louis Simmons is chairman of the Boat Parade Committee.

Shrimp Catch Shows Increase

A slight increase in shrimp was noted in figures for the May catch released by Clell Dildy, Biloxi, secretary of the Mississippi Sea Food Commission. The May production was 2573 barrels, as compared with 2240 barrels in May of 1951. The catch was mixed, but most of the shrimp were "brownies". March and April catches ran about 50 per cent below corresponding takes for last year.

Alabama Shrimp Catch Heavy in 1951

Alabama's commercial fishermen caught 600,000 more pounds of shrimp last year than in 1950, and the catch was more than double that of 1949. State Conservation Director Earl M. McGowin said that the 1951 shrimp landings in State ports were 5,641,900 lbs., while in 1950 they were 5,000,000. The catch for 1949 was 2,663,900.

He disclosed that the State's crab haul for 1951 was double that of the previous year. The catch was 1,199,500 lbs., compared with 593,700 for 1950.

The fish catch also was up last year over 1950, McGowin reported. He said fishermen netted 3,552,600 lbs. in 1951 against 3,312,900 for 1950. Both the fish and crab catches showed a decrease from 1949 when a fish catch of 3,777,400 and a crab haul of 2,122,000 was reported.

The oyster harvest was the only seafood to show a decline in 1951 from the previous year. Last year's yield was 1,882,000 lbs., compared with 2,070,300 for 1950.

Louisiana Bill Would Limit Out-of-State Operators

A bill limiting to 50 the number of out-of-State boats allowed to operate in Louisiana coastal waters was submitted to the Legislature recently. The proposal, introduced by Rep. E. W. Gravolet, Jr., of Plaquemines Parish, permits the State to issue no more than 50 boat licenses and permits to non-residents desiring to fish, trawl or dredge in the coastal waters of Louisiana.

The Louisiana House of Representatives has passed the wildlife and fisheries bill. Main effect of the measure is to replace the present one-man direction of the department by a commissioner with a board of seven, which would appoint the commissioner, and remove him at will. Three members will represent the commercial interests, three the sportsmen, to serve six-year terms, and a seventh member will serve four years concurrent with the governor.

The "board" panel was discarded, and the Governor left free to appoint as he chooses. The commissioner would have two deputy commissioners, one in charge of commercial fishing and trapping, the other in charge of sports, fishing and hunting.

The Senate on June 17th gave final legislative approval to an administration bill proposing a constitutional amendment setting up a board to control the wildlife and fisheries department.

House Bill 12 (Eubank and Murtes) proposing a constitutional amendment to establish a Louisiana Wild Life and Fisheries Commission, has been passed.

Danger Zone Regulations

Danger zone regulations have been established by the Corps of Engineers, U. S. Dept. of the Army, governing navigation within an air force practice gunnery range in the Gulf of Mexico off the Louisiana and Texas coasts.

The danger zone is an area approximately 75 statute miles long and 25 miles wide, with its northern boundary generally parallel to and about 40 miles offshore, described as follows: beginning at latitude 29°10', longitude 94°00' and extending easterly to latitude 29°05'20", longitude 92°46'20"; thence southeasterly to latitude 29°03'48", longitude 92°45'; thence due south to latitude 28°45'10", longitude 92°45'; thence westerly to latitude 28°50', longitude 92°45'.



The "Kingfish Too", 64' x 14½' x 8' boat owned by Capt. Ernest R. Barbe of Lake Charles, La., and used for snapper fishing and shrimp trawling. Her power plant is a 120 hp., D13000 Caterpillar Diesel with Hyde propeller and 2:1 Twin Disc reduction gear and take-off. She is painted with International topside paint, Tarr & Wonson bottom paint, and has Wickwire wire rope, Linen Thread Co. Gold Medal nets, Stroudsburg winches, Bendix depth recorder, Ritchie compass, Northill anchors and Whitlock rope.

tude 93°50'; thence northwesterly to latitude 28°55', longitude 94°00'; thence due north to point of beginning.

Air-to-air gunnery practice at all altitudes from water surface to a maximum of 40,000' in the danger zone or in portions thereof will take place 7 days a week between the hours of sunrise and sunset. During the hours between sunrise and sunset no vessel shall enter, remain in or pass through the restricted area.

Two New Shrimpers

Ford Thibodaux and Henry Estave of Marine Motor Service are the owners of the new 65' shrimp trawler *St. Jude*, built by Conrad Industries of Morgan City, La. They also own the *Patricia* which is a product of the Conrad Industries.

Ready for delivery last month was the new Conrad-built boat *Charles Schreiner*, for Felix Bruney.

Fish Production Steady

Fish production is steady and the market is holding its own. L. T. Ozio of Morgan City, La. commented the latter part of June. He said that crabs are being brought in now, but in nothing like the usual quantity at this time of year. Biologists attribute the absence of crabs from lake waters to changes in water conditions caused by alterations in natural streams to provide flood protection for the lower Atchafalaya area.

Shrimp Size Restricted

The catching, possession and selling of shrimp in size over 38 (heads-on weight) to the pound is prohibited in Louisiana from June 26 until sunrise August 11. This does not apply to shrimp taken or sold as bait if caught with cast net, scoop net and trawl not over 16', except that no person while fishing shall take or possess for bait purposes more than 10 lbs. of shrimp.

Texas Shrimp Landings Show Increase

Shrimp and fish production along the Texas Gulf Coast improved considerably the first week in June, but strong winds and squally weather cut landings to a trickle the second and third weeks of the month.

Shrimp production, on the whole, was up over the previous month by 1500 barrels, the total landings being 14,451 barrels. The Port Isabel-Brownsville area accounted for 8,906 barrels; Aransas Pass was second with 3,114 barrels; Galveston produced 1,856 barrels; and Port Lavaca, 575 barrels. White shrimp production increased during the month to about 18 percent of the total catch.

Edible fish landings for the month were 69,250 lbs., as compared with 54,000 lbs. There was a decrease of 2,200 lbs. in the red snapper catch. Black drum, sea trout, and whiting predominated. Only a few redfish and flounder were reported.

Galveston led with red snapper landings of 26,000 lbs. and 7,900 lbs. of snappers were reported from Port Isabel.

Shrimper "Texas Queen" Sinks

Corpus Christi's shrimping fleet suffered the loss of the large trawler *Texas Queen* on a routine trip to the Campeche shrimping grounds early in June. The vessel struck a submerged object and sprang a leak.

Crewmen Herbert Blanchard, William Dillet, and Dudley Richloux were taken aboard two of the Herndon trawlers, *Southern Glory* and *Southern Star*. An hour before the vessel sank, the *Texas Queen's* owner, John Checchi, was taken aboard the *Javelina*.



Charles S. Goolsby's 36½' fishing boat "Mackerel" of Port Isabel, Texas.

Bay Shrimping Season Closes

After being open since March 1 to commercial shrimp trawls larger than 10' in width, the bays and inland waters of the Texas coast were closed July 15. From that time until they are reopened September 1, bait trawls of not more than 10' in width will be permitted to operate.

During the period the bays have been open to large trawls, few shrimp of commercial size have been caught. Most of the bay shrimp taken were caught in the upper middle coast area from Rockport to Palacios.

New Shrimp Trawlers

A 65' shrimp trawler is the latest addition to the Versaggi Company fleet at Brownsville. The boat was delivered by the shipyards of the Diesel Engine Sales Co., Inc., St. Augustine, Fla., and is powered by a Caterpillar D13000 marine engine.

The 65' trawler *Hilda G.*, built by Conrad Industries, Morgan City, La., has been delivered to Oscar Galjour of Aransas Pass. The vessel will be skippered by Wilson Gooding, long-time Louisiana and Texas shrimp boat captain.

The craft has a beam of 19' with a 7½' draft. She is powered with a Caterpillar D17000 Diesel, rated 135 hp. at 1000 rpm. and driving 44 x 45 three-bladed Columbian propeller through 2:1 Twin Disc reduction gear. Other equipment includes Bendix depth recorder, Stroudsburg hoist and Jabsco pump.

"Southern Pride" Changes Hands

H. H. Gummert and P. W. Curry of Austin are the new owners of the *Southern Pride*, 65' trawler formerly owned by Herndon Marine Products, Inc. of Corpus Christi. The trawler was sold to provide dockage space for larger trawlers now being built for the Herndon firm.

Key Heads Bay Fisherman's Association

The annual directors meeting of the Bay Fisherman's Association, Inc., was held at Port Lavaca recently, and the following officers were elected for the ensuing year: R. E. Key of Port Lavaca, president; Ruel McDaniel of Port Lavaca, vice-president; and Carlton Crawford of Palacios, secretary-treasurer.

Local chapters of the Association have been notified by the new president to hold membership meetings prior to August 31 for the purpose of electing new officers.

Aransas Pass Fleet to Be Blessed

Aransas Pass' annual Shrimp-O-Ree will be held August 15-16-17, according to Hal Parks, general chairman of the celebration. The Blessing of the Fleet will culminate activities at Conn Brown Harbor on Sunday, August 17.



Capt. August P. Gil on his New Bedford, Mass. whiting dragger "Grayling", a 58-footer built in 1928. She is powered by a 6-cylinder General Motors Diesel driving a 32" x 18" propeller through 2:1 reduction.

New Bedford Fishermen's Strike Settled

New Bedford's 21-day-old fishing strike ended July 3 when the 1,000-member Atlantic Fishermen's Union ratified three compromise contracts, covering large and small draggers and scallopers. Ratification followed several meetings of union members, at which they received contracts agreed upon earlier by contract committees of the Atlantic Fishermen's Union and the Seafood Producers Association. Local boats had been tied up at New Bedford and Fairhaven docks since the strike began.

It was reported that the Association granted the Union request to use the word "employee" in the contracts. One of the major disputes over the contracts was the Association's refusal to accept crewmen as employees, instead considering them "share-profters."

Several Boats Overhauled

The *William Eldridge*, owned by Linus and William Eldridge, and the *Phyllis J.*, owned by Charles Furtado and Charles Dugdale, have had general overhauls at D. N. Kelley & Son, Fairhaven. The *Hope*, owned by Jack Hillier of New Bedford, has been painted and had rudder repairs, and the *Mary J. Landry*, owned by George Landry, has had work on her propeller and a paint job at Kelley's.

The *Theresa & Jean*, owned by Capt. John Murley, has had a complete overhaul at Norlantic Diesel, Fairhaven.

Two Boats Repowered

The New Bedford dragger *Wamsutta*, of which Alexander Smith is Captain-owner, made a trial trip with her new engine late last month. She is now powered with a Model NKD, 250 hp., 1100 rpm., 7¼ x 8 Wolverine Diesel.

The *Martha E. Murley*, owned by Capt. John G. Murley, was recently repowered with a 6-110 General Motors 190 hp. Diesel, sold by Walter H. Moreton Corp.

To Appeal Monopoly Charge

The Atlantic Fishermen's Union, the Seafood Producers Association, Inc., of New Bedford and five individual defendants, named in an indictment charging them with monopoly of the fishing and scallop industry in the port of New Bedford, will carry their appeal to the U. S. Supreme Court.

Judge William T. McCarthy in Federal Court originally had denied a motion to dismiss the indictment. An appeal was then taken to the U. S. Court of Appeals, which upheld Judge McCarthy. The Court of Appeals not only upheld Judge McCarthy in refusing the motion to dismiss, but also refused to stay the trial in Federal Court, which is scheduled for Sept. 9. In the appeal to the Supreme

Court, the defendants seek to override the Court of Appeals action and to gain a stay of trial.

Electronics Equipment Installed

The scalloper *Rosie II*, owned by David Tollefsen of New Bedford, has been equipped with a Raytheon Fathometer. A 50-watt Apelco radiotelephone has been installed by Whitehead Marine Radio on the *B & E*, owned by Paul Roy Inc. of New Bedford.

South Carolina Summer Shrimp Run Reported as Spotty

South Carolina's annual Summer shrimp run has been reported as spotty by trawlermen operating out of Charleston and nearby shrimping centers. They say catches vary from "excellent" to water hauls (nothing at all). Good shrimping was found the week of June 15, however, off Morris Island, with some 75 trawlers weaving in and out off the beach. What shrimp are being caught are large roe shrimp, some running as big as any ever caught in quantities along the coast.

The State Board of Fisheries meanwhile continues to issue licenses at a rate much slower than in former years. Many of the larger shrimpers which formerly operated in South Carolina have moved to the Gulf of Mexico. A large number of the vessels now operating out of Beaufort, Rockville, Folly Beach, Charleston, Mt. Pleasant, McClellanville and Georgetown are small craft, some less than 25' in length.

Sanctuaries off Isle of Palms, Sullivan's Island, Folly Beach and Edisto Beach will continue in effect until Sept. 15. During the Summer months trawlers may not operate within a mile of the four beaches.

Seabrook Heads Fisheries Division

Alonzo B. Seabrook of North Charleston is acting director of the commercial fisheries division of the S. C. Wildlife Resources Commission, which began official operation July 1. Former State Sen. George Warren of Hampton is chairman of the recently authorized Commission. He said the division, which took over the duties of the State Board of Fisheries headed by Andrew H. DuPre of McClellanville, will be trimmed to not more than seven full-time inspectors.

Acting director-elect Seabrook had been with the old Fisheries Board for 19 years and had been chief inspector since 1936.

Boatyard Named Bowers Battery Distributor

Mt. Pleasant Boat Building Co., of Mt. Pleasant, South Carolina, has been appointed a distributor for Bowers marine batteries. The concern will service the entire State of South Carolina.



TWO ENGINES FURNISH POWER for the 46½' offshore commercial and party fishing boat "Ann Howe" of Murrell's Inlet, S. C. Owned by Luther H. Smith, the craft uses Linen Thread Co. Gold Medal gill nets, and Sinclair oil. Her two 200 hp. Kermaths give her a speed of 20 mph.

Florida Waters Being Surveyed for Tuna

The fishing experts aboard the Fish & Wildlife Service research vessel *Oregon* reported recently that in a short time, fishing in the area surrounding Dry Tortugas, they caught about 6½ tons of a species known as "little tuna." In the so-called 15 fathom area about Rebecca Shoals Light they enjoyed particularly good fishing. The survey has indicated that there are fabulous potentialities in the commercial exploitation of the blackfin tuna, which has been found to exist in the Gulf area.

The goal of the explorations at this time, according to the researchers, is to determine whether or not it is commercially feasible to go after blackfin and little tuna on a large scale in the Gulf area. The long-range purpose of the Fish and Wildlife Service is to maintain a schedule of experimental and exploratory fishing and the development of gear to take the fish.

One company in Beaufort, South Carolina is now processing the "little tuna". Known as "lightmeat tuna", the product must be so labelled to satisfy the requirements of the Pure Food and Drug Act. Blackfin tuna is of the premium grade, however.

Harvey Bullis, who holds a Masters Degree in Ichthyology from the University of Miami, is among the group of scientists who are working on the project. Bullis said that during the recent research, the worth of the technique of purse seining had been investigated but that they had experienced better luck with the hook-and-line and pole fishing methods now employed in the West Coast tuna industry. Bullis said that the tuna encountered so far in this area have not travelled in large enough schools to make seining practical.

With the pole method, a barbless hook is used and the fish are snatched from the sea with a steady pressure so that they cannot escape. Amazing speed can be developed using this method, it was pointed out.

Trawler "Gypsy" Sinks in Gulf

The Columbia Fish Co. trawler *Gypsy* sprang a leak and sank in the Gulf on June 10, only 18 hours after leaving Ft. Myers Beach for Campeche. Capt. Felix Halveston and the crew members, G. P. Gilmore and his son Bud Gilmore, were safely transferred to the trawler *Judy*.

Urged to Join Port Security Card Program

The Coast Guard has urged commercial fishermen to join the Jacksonville port security card program as quickly as possible to safeguard their fishing rights in the event of a national emergency. Lt. E. A. Erwin, assistant captain of the port and director of the program, said an emergency would bring restrictions affecting commercial fishing areas. Fishermen without security cards would not be permitted to enter certain zones, he said.

Red Tide Laboratory to Be Moved

Dr. L. B. Slobodkin, chief of red tide research for the U. S. Fish & Wildlife Service, has reported that the agency's red tide laboratory at Sarasota will be moved to Galveston, Tex. The laboratory was set up after the 1947 attack of the red tide which killed millions of fish along the Florida West Coast.

Dr. Slobodkin explained a larger laboratory will be established at Galveston. There, he went on, researchers will be able to take advantage of the marine laboratory at Texas A. & M., and government research facilities in the region.

No outbreaks of the red tide have occurred since the laboratory was established at Sarasota. In recent weeks, several suspicious areas in the Gulf have been discovered, but studies showed organisms causing discoloration were not toxic.



The 60' shrimp "Bushwhacker", built by Diesel Engine Sales Co., St. Augustine, Fla., for W. F. Floyd of Mayport. She is equipped with a D13000, 120 hp. Caterpillar Diesel which turns 48 x 44 Columbian propeller through 3:1 Twin Disc reduction gear.

New York Fish Catch Higher in 1951 Than for Several Years

Figures released by the Bureau of Marine Fisheries of the New York State Conservation Department show that fish were more plentiful in 1951 than they have been for some time. The total catch was in excess of 171 million pounds.

In 1946 the total commercial take in New York was some 145 million pounds; it was 155 million pounds in 1948. 1949 produced more than 164 million pounds.

Although many species showed a decline in 1951 other species more than compensated for the loss by tremendous gains. Greatest increases were noted in sea bass, butterfish and porgie production. Striped bass continued to show an increase. Fluke remained plentiful as did bluefish and blowfish.

Declines in the production of weakfish, yellowtail, whiting, mackerel and flounder were noteworthy. Total shellfish production showed a slight increase.

Report on Great South Bay Surveys

For the past two years, the Woods Hole Oceanographic Institution has been conducting surveys of Long Island's two south shore bays in an effort to determine the cause for the decline of the once flourishing oyster industry carried on in the area.

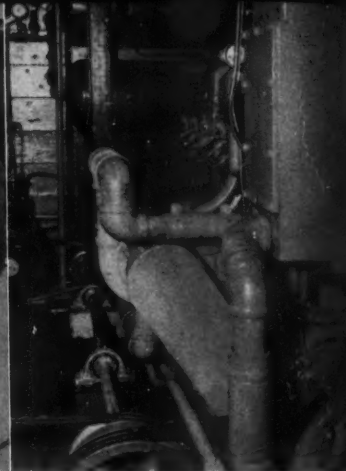
In commenting on pollution, the 1951 report by the Woods Hole Institution has this to say: "The studies made in 1951 have strengthened our belief that pollution by duck farm wastes is the cause of deterioration of the biological values of Great South Bay."

The Woods Hole Oceanographic Institution report also states that "the re-opening and stabilization of Moriches Inlet would have obvious advantages in providing an outlet to the sea for boating and access to the bay for fish."

"If the reduction in pollution led to conditions in which oysters would grow once more in Great South Bay, the opening of the inlet might prove disadvantageous. Bellport Bay was once a valuable source of seed oysters, whose production is thought to be favored by relatively fresh water. Opening of the inlet would lead to a substantial increase in the salinity of Bellport Bay and might be unfavorable to the redevelopment of the resource."

New Bowers Battery Distributor

Bowler, Holmes & Hecker Co., 259 Greenwich St., New York City, associated with the marine accessory field for 45 years, has been appointed a distributor for Bowers marine batteries. The firm will cover sales in Metropolitan New York, Northern New Jersey, and the Stamford and Norwalk, Conn. territory.



The "Mandalay" of New London, Conn.; center, left to right, Albert W. Hagan, general manager of Wolverine Motor Works; Capt. James H. Lawrence, Sr., owner of the vessel; Howard Burbank, new chief engineer for Wolverine; right, the "Mandalay's" new 165 hp. Wolverine Diesel.

Connecticut Dragger "Mandalay" Gets New Power Plant

A well known veteran dragger in the Connecticut fleet which has just been repowered is the *Mandalay*, owned by Capt. James H. Lawrence, Sr. of New London. Her new engine is a 6-cylinder, $6\frac{1}{2}$ x $6\frac{1}{2}$ Wolverine Diesel, rated 165 hp. at 1400 rpm. It replaces a 120 hp. of similar make and was installed to provide more power to meet the present needs of fishing.

The engine is fitted with Snow-Nabstedt 3:1 reduction and reverse gear with air controls, Leece-Neville air starting motor and Twin Disc 3:1 power take-off. It swings a 48 x 32 Columbian propeller on a 3" Monel shaft with Hathaway stern bearing and stuffing box, giving the boat a speed of 10 knots. A 2 kw. generator and Curtis air compressor are operated off the engine.

The *Mandalay* is 60' overall, 58' on the water line, has a $16\frac{1}{2}$ ' beam and draws 8' of water. Capt. Lawrence started lobstering in 1920, and went to dragging in 1924, being one of the early operators in this type of fishing. He had the *Mandalay* built at Noank in 1929.

Lawrence fishes for porgies and butterfish in Summer and flounders, fluke and tilefish in Winter. He owns a dock in Shaw's Cove, New London, where he has all facilities for packing his own fish. Crew members on the *Mandalay* are James L. Lawrence, Jr., mate; Soledio Ballestrino, net man, and Salvatore Manca, cook.

The *Mandalay* is equipped with Hathaway winch, Shipmate stove, RCA 25-watt telephone, Ritchie Compass, Raytheon Fathometer, 32-volt Willard batteries, Linen Thread Gold Medal nets and American Tiger Brand wire rope. She is fueled and lubricated with Esso marine products.

Burbank Now Chief Engineer at Wolverine

Albert W. Hagan is now vice president and general manager of Wolverine Motor Works Inc., Bridgeport, Conn., succeeding the late Paul H. Korn. Mr. Hagan, whose experience with Diesel engines dates back to 1919, originally came with Wolverine in 1928. He left the Company in 1943, but returned in 1950 as factory manager.

Howard Burbank has just been appointed chief engineer at Wolverine. In 1940 he was design engineer for Wolverine, but has since been employed by American Bosch Co., Springfield, Mass., where he gained considerable experience with fuel injection systems.

Land Good Catches of Flounder and Scup

June was a bumper month for the Stonington dragger fleet, as good weather combined with good fishing. Twenty-six draggers landed more than a half million pounds, mostly flounder, in the first part of the month, shifting to scup towards the end. A total of 635,900 lbs.

was brought in, exclusive of trash fish, which again is being caught in some quantity.

Highliner for the month was Capt. Joe Roderick's *Fairweather*, which brought in 90,300 lbs. to Bindloss Dock, 35,000 lbs. more than its nearest contender, Capt. Walt Schroder's *Irene & Walter*. The *Irene & Walter* netted an estimated 55,600 lbs. Capt. George Berg was the third skipper to break the 50,000-pound mark, bringing in 50,700 lbs. to lead the Longo's dock fleet.

Capt. George Roderick of Stonington brought the *Portugal* in on June 26 with 13,600 lbs., the largest single haul of the month. The 9,600 pounds of sea bass in the catch was also the greatest catch of that species to come into Stonington this year.

Longo to Build New Dock

Dynamite and divers have been used to clear a 150' hulk of a scuttled World War I steamship from the Stonington harbor near Longo's dock, where Antonio Longo will construct a new wharf. The hull being removed is that of one of the unfinished steamboats built on the ways of the old Stonington shipyard.

Two Sturgeon Caught

Two sturgeon showed up in the nets of Stonington draggers during June. The *Lisboa* and the *Betty Boop* each brought in one of the fish on June 17.

Several Draggers Fishing out of Woods Hole

Woods Hole, Mass. attracted a number of the far-ranging Connecticut draggers in June. The *Rita*, *Theresa*, *Liberty*, *Carol & Dennis*, Pvt. Frank Kessler and Carl J. all landed trips in the port. The vessels caught mostly fluke.

Oyster Convention Program to Feature Merchandising Topics

A well-rounded program of speeches featuring numerous topics pertinent to the cultivation and marketing of oysters has been arranged for this year's Oyster Convention. Sponsored jointly by the Oyster Growers and Dealers Association of North America, Inc., Oyster Institute of North America and National Shellfisheries Association, the affair will be held at the Ritz-Carlton Hotel, Atlantic City, N. J., August 12-14.

William H. Dumont, chief, Educational and Market Development Section of the U. S. Fish and Wildlife Service will discuss "Increasing Sales of Frozen Fishery Products. Walter H. Stolting of the F & WS Branch of Commercial Fisheries will report on "Survey of Consumer Preferences with Emphasis on Oysters. "Merchandising Oysters at the Retail Level" will be the subject of a talk by Henry M. Smith of the Great Atlantic & Pacific Tea Co. "Five Years of Oyster Standards of Identity" will be outlined by John L. Harvey, associate commissioner, U. S. Food & Drug Administration.

North Carolina Fishermen Having Good Year

The commercial seafood business along North Carolina's coast has been good for the past 18 months and, weather permitting, should be even better for the last six months of the current year. This information is contained in reports from the office of C. D. Kirkpatrick, State Fisheries Commissioner.

Taking into consideration the current prices being obtained for the various species of shellfish, Kirkpatrick said he is convinced that the seafood "take" from North Carolina's coastal waters this year should have a valuation of about \$16,000,000, or a rather sharp increase over value of the State's shellfish products of some past years.

Oyster Production Shows Gain

Proof that the shellfish rehabilitation program authorized by the 1947 General Assembly is paying dividends is seen, Kirkpatrick added, in oysters shipped from various North Carolina points during the recent season.

Oyster production for the 1951-52 season totaled 181,000 five-peck bushels from public grounds as compared with 163,775 during the 1950-51 season, the Fisheries Commissioner said. Oyster dealers received about \$1 a bushel more this past season than they got in the preceding season. The quality of the North Carolina oyster was also greatly improved, Kirkpatrick said.

Although handicapped by a State law limiting the cost of planting of oyster shells to 10¢ a bushel, Kirkpatrick disclosed that 27,500 bushels of shells have been planted thus far this year. In addition to these shell plantings, a total of 7,768 bushels of seed oysters have been planted on Brunswick County oyster bottoms.

Under State law, oystermen are required to turn back half of the shells they take from oyster bottoms for replanting purposes. Kirkpatrick revealed plans call for the planting of about 90,000 bushels of oyster shells this year.

Shrimp Catches Ahead

Reports indicate that catches of brown-spotted, brown and white shrimp so far this year are ahead of what they were last year. The shrimp season generally lasts from May to November and the catch of this shellfish in North Carolina coastal waters last year totaled 4,376,000 lbs. after heads of the shrimp had been taken off. Quality of the shrimp continues to be good.

Last year's catch of commercial fish in North Carolina waters totaled 29,171,500 lbs. Reports so far this year indicate good catches, although herring landings were said to be under those of some previous years. Kirkpatrick said this species of fish did not arrive in North Carolina waters in any appreciable quantities until April.

Blues, croakers, mullet, and other species are being taken in good quantities, but, as Kirkpatrick pointed out, "the Fall catches will determine just how successful the fishing this year was as compared with other years." It was noted that the quality of shad caught in State waters this year was better than in past years.

Clams Bringing Good Price

The clam season is now in full swing and this shellfish is bringing a good price. Last year a total of 130,675 bushels of clams were marketed, and Kirkpatrick believes the production of this chowder-making specialty will be increased this season.

Catches of soft and hard-shell crabs are running behind those of last year. The crabs were late arriving in North Carolina waters this season, and as a result crabmen in Maryland and Virginia were able to get the jump on North Carolina crabbers. Kirkpatrick noted that the quality of crabs taken thus far appears to be greatly improved over a year ago.

A big jump was noted in the take of scallops during the December to May season as contrasted with the catch during a similar period last year. Approximately 40,000 gallons of scallops were taken this year, as compared with 19,100 gallons during the corresponding season a year ago.



Capt. Roy Dudley's 42' commercial fishing and clamming boat "Clara D." of Davis, N. C. She is powered with a 225 hp. Gray Diesel with 1.5:1 Twin Disc reduction gear and Columbian propeller. Fish Net & Twine Co. netting and Roebing cable are used, and the boat is painted with International paint.

New Jersey Experimental Oyster Plantings Are Doing Well

Young oysters planted in experimental artificial breeding grounds in the Cedar Creek area of Barnegat Bay are showing growth far beyond expectations, members of the State Dept. of Conservation and Economic Development reported recently. Gus Hickman, director of the Division of Shell Fisheries, investigated this month and found that the seed oysters planted a year ago, when they were about the size of a nickel, now measure 3" in length and are in "top condition."

Still perplexing the oyster experts is the discovery that no natural young growth or "spat" was found on the shells planted in the same area at the time the seed oysters were placed there. Water content and other factors not suitable for catching the spawn were blamed for the failure of natural "set" during the 1951 season. Insufficient oyster and clam shells to form the beds also may help to account for the failure of natural oyster "sets".

Any persons in the Barnegat Bay area having oyster or clam shells for sale are urged to get in touch with the Dept. of Conservation, Trenton, N. J. If the shells are satisfactory they may be purchased by the State and spread on the bottom of the natural oyster beds so that the new oyster "spat" will adhere to these shells and grow into seed oysters.

Tarpon Taken From Net

A 78-pound tarpon, a fish rarely found in New Jersey waters, was caught on June 24. Measuring between six and seven feet in length, it was taken from the nets of the Crest Fishery off Beach Haven Terrace by Capt. Thomas Bohn. Old-timers in Long Beach Island fishing circles say that, as far back as they can remember, this is the first tarpon ever picked up by a Beach Haven boat.

Blues Running Heavy

Excellent fishing prevailed in Long Beach Island waters during the last days of June. In the deep waters offshore the party boats were getting from 75 to 100 blues apiece, weighing from 1½ to 2½ lbs.

Capt. Henry Schoenberg brought his *Henrietta*, carrying a party from Camden, back to its berth at the Beach Haven Yacht Club on June 26 with a haul of 95 blues. The *Four Sisters*, captained by Dick Johnson, picked up 86 blues and three bonita the same day.

Bottom fishing also was good. The *Big Day*, after a day of fishing on the wrecks off Beach Haven, reported back to Coney's Dock with a large load of porgies and sea bass. A party of 26 on Capt. Lou Broome's *Kathryn S.* picked up between 700 and 800 sea bass.

Great Lakes Sea Lamprey Appropriation Bill Signed

The bill authorizing \$446,000 during the fiscal year 1953 for investigations and studies of the sea lamprey of the Great Lakes has been signed by the President. The funds will be controlled by the Fish & Wildlife Service.

Sea lampreys started migrating in numbers into some lower peninsula inland waters during the first part of June, according to the Michigan Department of Conservation. The Department recently launched an investigation to determine whether or not the sea lamprey has become established in inland waters.

In the first progress report the Department says that the farthest inland from Lake Huron that a run has been detected is in the Chippewa River at the Mt. Pleasant Dam, Isabella County. The fish parasites moved in via the Saginaw River into the Tittabawassee River system, and thence into the Chippewa. The dam could be an effective barrier to further inland migration.

A considerable number of sea lampreys have been noted in the Paw Paw River, Berrien County. Dams and spillways on the river system may block the lamprey from getting into Paw Paw Lake.

First 1952 observations of lampreys in Allegan County's Swan Creek have been made by Department field men. In recent years a large number of the eel-shaped creatures have migrated from Lake Michigan up the Kalamazoo River to Swan Creek.

Addition of Van Etten Lake, Iosco County, makes a total of 20 lakes now on the list reported as possessing the sea lamprey. All sea lampreys taken so far this Spring have been 15" or more in size.

Commercial Trolling Under Way

With virtually all commercial fishing fleets engaged in netting or set hook operations, and commercial lake trolling under way, Lake Superior's early Summer fish production was rising. In the western area of the lake around the Apostle Islands, several fairly good catches of lake trout were made, and production of small lake trout in the eastern region of Lake Superior was fair. Commercial fishing, generally, was fair to light.

In the Ontonagon, Eagle Harbor, Copper Harbor, Portage Entry and other adjacent areas, pound-net fishing for whitefish indicated some improvement. In some areas there were small concentrations of whitefish hitting gill nets.

In several regions of Green Bay commercial catches of walleye pike, yellow perch, chubs and suckers were fairly good. In Southern Green Bay waters, where commercial fishermen are now permitted to take perch of a minimum length of 7½" under Wisconsin law, netters were getting good takes of yellow perch. Whitefish hauls



The "Blue Goose", 34'9" x 10'6" x 3'6" fishing tug owned by Oley Farver of Fairgrove, Mich. and operated in Saginaw Bay. She is of steel construction throughout and is finished with Pettit paint. Her power plant is an Osco V-8, 100 hp. engine driving 20 x 16 propeller through 2:1 reduction gear to give a top speed of 13 mph.

in Green Bay were below expectations, and commercial fishing on the bay, generally, was fair to good.

From Lake Michigan proper, commercial fishermen were producing sizable catches of chubs, perch, suckers, herring, and fair takes of whitefish. In some areas of the Lake, however, whitefish catches were very poor.

From Lake Huron commercial catches of whitefish have improved, particularly in the Georgian Bay waters. Carp catches were unusually heavy while the market could accept the fish, but a decline in price soon curtailed operations. Rough fish takes from Lake Huron were generally good.

In Lake St. Clair waters small commercial operators were getting profitable catches of perch, small pike, chubs, carp, etc., and fishing was considered fairly good for the usual rough fish species. A downriver run of wall-eyes resulted in some heavy catches.

Lake Erie commercial production of yellow perch, sheepshead, blue pike, carp, yellow pike, grass pike, and white bass, was good. In the eastern region of the lake whitefish takes were fair, but a lot of undersize fish were in evidence. Commercial fishing on Lake Erie was generally good.

Lake Ontario commercial fishermen were getting good yellow perch takes, and rough fish hauls were generally good to fair.

Fish production from Lake of the Woods, bordering the international line in northern Minnesota, has been remarkably heavy on sauger pike, yellow pike and pickerel (Jacks). One of the biggest pickerel-producing lakes in North America, Lake of the Woods' commercial fishermen produce as much as 3,000 lbs. in a lift.

Michigan Has Big Smelt Take

Smelt fishing hiked the total March and April catch of Michigan's Great Lakes fishing industry some 27 percent over the same two months in 1951. The catch (including all commercial species) totaled over 4,260,000 lbs., an increase of 908,000 lbs. over the same 1951 period.

The smelt yield amounted to 2,484,000 lbs., and led all other species by a wide margin. The catch was more than 1,080,000 lbs. better than the March-April 1951 harvest.

Second was the chub catch with 306,000 lbs., as compared with 273,000 lbs. a year earlier. Carp dropped from second to third place with 271,000 lbs., as against 413,000 lbs. previously.

Other top catches were: lake herring, 259,000; lake trout, 241,000; whitefish, 194,000; and white suckers, 128,000 lbs.

By lakes the catch was: Lake Michigan, 3,132,000; Superior, 431,000; Huron, 366,000; and Lake Erie, 331,000 lbs.

Predict Good Harvest of Walleyes

Predictions among Bay de Noc, Mich. commercial fishermen are that there will be a bumper crop of walleyes in Little and Big Bays de Noc this year. Fishermen are hoping to enjoy a revival of the phenomenal fishing they got back in 1948 and 1949 when these waters contained a great abundance of this species. After the season opened May 21, fishermen got some nice hauls.

Fisherman Building Trap-Netter

George Frank, Curtiss, Ohio commercial fisherman, has been building a new steel trap-net vessel on which he intends to install a "jet-flow" rudder. This new type of rudder is fashioned around the propeller and uses the torque of the wheel in steering the boat. It is possible with this type of rudder to back the craft in a straight line, or to move it practically sideways.

Morris Fisheries Acquires Stamm-Schulman

S. I. Greene, president of Morris Fisheries Co., Chicago, has announced that his Company has acquired the rights to the name of Stamm-Schulman & Co. George W. Schulman, formerly president of Stamm-Schulman & Co., has been made national sales director of Morris Fisheries.

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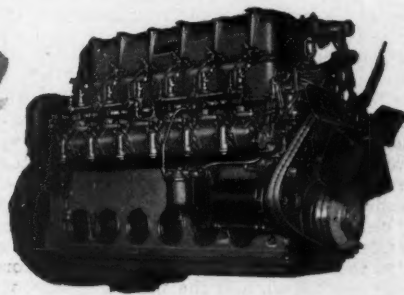
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OVERHEAD CRANES

Frozen-at-Sea Round Fish

(Continued from page 15)

three months of storage indicate that there is virtually no difference in flavor or appearance. Free drip, press drip, and possibly other physical or chemical methods of evaluation and comparison will be used to supplement these taste tests, which are made every 2 to 6 weeks.

Arrangements in Fish Hold

The refrigeration machinery room consists of the area formerly occupied by the after fish-pen section. This room is about 5' wide and occupies the entire cross-section of the fish hold immediately in front of the fuel-storage tanks.

The balance of the fish hold area (forward of the bulkhead installed to make the refrigeration machinery room) was divided equally by means of a second insulated bulkhead to provide, in the after portion, frozen-fish storage space. A brine-freezer unit also was installed in this area, which is approximately 15' long. The frozen-fish storage section, exclusive of the space occupied by the brine-freezer tank and the work areas essential to its use, will provide space for approximately 100,000 lbs. of round fish.

The forward portion of the divided fish-hold area was left in an unaltered condition to provide space for the icing of gutted fish in the usual method. This space can carry up to 132,000 lbs. of iced, gutted fish.

The refrigeration system aboard the *Delaware* may be considered to have four main parts: 1. The brine tank for freezing round fish; 2. The cooling-coil system in the frozen-fish storage hold; 3. The refrigeration plant; 4. The refrigerant evaporators for cooling the brine and the alcohol-type medium in the cooling-coil system.

Brine-Freezer Tank

The brine-freezer tank is 5 by 5 by 10 feet, constructed of $\frac{1}{2}$ " welded steel plates. The tank is mounted on steel channels secured to the penboard stanchion posts. The location of the tank is between No. 2 and No. 3 hatch and on the center line of the vessel at the finished floor level in the refrigerated fish-storage area. Inside the rectangular tank proper there is mounted a rotor 4'8" in diameter fastened at each end of the tank. The rotor is divided into two sections of equal length. Each of the sections is further divided into six V-shaped segments. These segments provide support for V-shaped baskets which are constructed of welded angle-iron frames and covered with expanded metal lathe.

The drive mechanism for rotation of the rotor in the refrigerated brine consists of a large pulley driven by a triple V-belt from a gear-reduction unit, which is in turn V-belt driven from a 2 hp. motor. The speed of rotation for the rotor is about 3 rpm.

Located at the after corner on the port side of the brine tank is a cylindrical strainer unit 20" in diameter by 5' in height into which the brine overflow from the brine tank discharges. The outlet from the bottom of the strainer tank is coupled directly to a centrifugal pump driven by a 2 hp. motor and by means of which the brine is circulated back to the brine cooler in the refrigeration machinery room, aft.

Refrigeration System for Storage Area

The liquid medium used in the refrigerated-hold coils is ethanol, referred to as anti-freeze. Other liquids with a low freezing point and suitable viscosity could be used.

The refrigeration system for the frozen-fish storage area consists of a series of $1\frac{1}{4}$ " coils of pipe with return bends on 4" centers. These sets of coils are bolted approximately 2" out from the wood surfaces and are secured to them on the after bulkhead, the forward bulkhead, the deckhead, and the port and starboard surfaces in this area. There are, however, no cooling coils on the deckhead above the brine-freezer tank. The total length of the refrigerated coils in the room is about 2,400'.

On the forward end of the brine tank on the port side, there is mounted a centrifugal pump driven by a $\frac{1}{2}$ hp.

motor. This unit supplies the propulsion force to circulate the "antifreeze" liquid used to provide the refrigeration in the frozen-fish storage area.

Based on past experience elsewhere with brine-frozen fish, there appears to be no need to provide battens to keep the fish from direct contact with the refrigerated coils, since the fish, upon removal from the brine, will be at the approximate temperature of the storage room coils, namely 5°F. It has been found that fish do not freeze against each other when stowed in the hold because of salt settlements on the liquid substance over the skin.

Refrigeration Machinery Room

An absorption refrigeration system is used instead of the conventional compressor system since the absorption type is said to cost less to install and operate; requires much less electric power, an important factor aboard ships; is believed to occupy proportionately less space; and avoids the necessity for "staging" the system to obtain continuing maximum refrigeration capacity at the low temperature levels. The source of power in the absorption system is supplied by steam from a low-pressure boiler located in the main engine room aft of the refrigeration machinery compartment.

Brine and "Antifreeze" Coolers

The two refrigerant evaporators, located in the refrigeration machinery room, are standard tube-and-shell heat exchangers in which the liquid ammonia evaporates, cooling the brine and "antifreeze" liquid as they pass through.

The pipes carrying the refrigerated brine pass through the forward bulkhead of the refrigeration machinery room to the brine-freezer tank. The brine is introduced through two 4" pipes located in the bottom of the tank. Inside the tank each of these 4" pipes have a row of perforations 1" in diameter and 6" on centers. The return line is supplied with brine through two 6 by 6" launders mounted at the sides inside of the tank and slightly below the top level of the tank. On the port side of the tank, the returning brine passes through a large strainer unit where any extraneous material is removed. The brine then enters the circulating pump and is transported back to the brine cooler. Salt, to bring the brine to the desired concentration, is added through this strainer.

The cooled "antifreeze" liquid passes through the same bulkhead to the cooling coils. After the antifreeze solution has completed its passage through all of these pipes to pick up heat from the storage space, it returns again to the refrigerant-evaporator cooler.

The refrigeration load to these two coolers is adjusted to provide 20 tons of refrigeration per 24 hours to the brine system and 5 tons to the refrigerated-area cooling-coil system.

Vessel Operated in Standard Manner

The *Delaware's* over-all length is 147'6", her beam is 25', and depth is 14'8". Her cruising range is 8,000 nautical miles, and speed is approximately 10 knots. There are crew accommodations for 20 men.

Propulsion power for the *Delaware* is furnished by a 735 hp. Fairbanks-Morse Diesel, and there are two 4-cylinder, 40 hp., 25 kw. Deseco Lister-Blackstone auxiliary generating sets. The New England electric trawl winch is operated by a 100 hp. motor connected to an 80 kw. generator which is driven by a 120 hp. Fairbanks-Morse Diesel. The winch winds 400 fathoms of 15/16" wire rope per drum, and all gear on the trawler is of conventional type.

The *Delaware's* main engine, water pump, motors and lube oil system were recently overhauled by Nap J. Hudon of Boston. Much of her fishing gear was supplied by Westerbeke Fishing Gear Co. The vessel carries Raytheon recording and indicating type Fathometers, 75-watt RCA telephone, RCA loran, White compass and Shipmate No. 1300 oil-burning galley range. Latta Bros. Engineering & Refrigeration Co. furnished the absorption-type refrigeration machinery.



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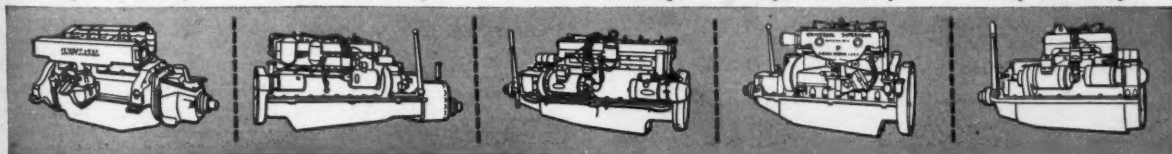
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Virginia's Fourteenth Patrol Boat Ready for Service

The 43' cabin cruiser *Greyhound*, fourteenth boat in the Virginia Fisheries Commission fleet, was nearly ready to go into service the latter part of June. She is expected to tie up at the municipal boat harbor at Newport News.

Built by the Herbert Rice Railway of Reedville, the craft has 180 hp. dual engines. Her radio system will link her with Commission headquarters, other patrol craft and the fisheries airplane. She is large enough to cruise open waters as well as to patrol the Chesapeake Bay.

A sister ship, now under construction, was scheduled for delivery in July.

Crabs Scarce in Tangier Waters

Owing to the scarcity of peelers and hard crabs in Tangier waters, a large number of the crabbers, hand netters, scrapers, and potters, are quitting the crabbing grounds and looking for more profitable work.

The Smith Brothers, owners of several fish factories in Delaware, New Jersey, and New York, have hired three Tangier crews, comprising a total of 60 men, for their fishing boats. This loss of crabbers has greatly affected the crabbing industry at Tangier. Crab plants are not buying as many crabs, shipments of soft crabs have dropped considerably, and prices of crabs are gradually going up. The latter part of June crabs were bringing 5¢ apiece.

Some of the crab packers are making eel pots and catching eels around their pounds. They sell the eels to Tangier trotliners and to the fish markets in Crisfield, Maryland.

Biologists Investigate "Red Tide"

The appearance of large areas of red water in the lower Potomac and York Rivers recently has been investigated by biologists at the Virginia Fisheries Laboratory at Gloucester Point. Samples of this water contained enormous quantities of a microscopic organism called *Cochlodinium catenatum*.

Fortunately, in the Chesapeake Bay area, patches of "red water" usually are sufficiently small or persist for such a short time that the mortality of commercial species is not significant.

Hampton Roads Area Landings

Although the Hampton Roads area fish catch for June was only about one-third of that for May, it was slightly larger than in June, 1951. A total of 832,000 lbs. was brought in this June by draggers and pound-net boats, with the latter accounting for over 85% of the landings. Croaker, with 352,000 lbs., was caught in the heaviest volume, followed by spot, with 126,000 lbs.

Fluctuations in Crab Catch Being Studied

The reasons for the "ups" and "downs" in the catch of crabs in the Chesapeake Bay is a major research problem confronting Ernest C. Ladd of the Fisheries Laboratory at Gloucester Point. Ladd is attempting to follow up the study of the blue crab started by W. A. Van Engel, who was recalled to duty with the Air Force.

Accurate records of the catch of crabs by dredges, scrapes, pots, fykes, and trot lines are necessary to determine the cause of fluctuations in the catch. Van Engel, through the cooperation of the crabbers of Tangier Island, has collected valuable information about the soft crab industry. Winter dredge crab house operators also have furnished a fine record of their catch over a period of years.

Ladd intends to continue collecting data from these crabbers, and is attempting to set up a similar system of catch records for other gear used in catching crabs. Special forms are being distributed to crabbers to make it easy for them to keep daily records of the number of barrels of crabs caught each day, together with the location and the type of gear used.



During the Summer the 50' "Alice B." operates as a charter fishing craft from the "Rod & Reel" at Chesapeake Beach, Md., while in the Winter she is equipped with a steel mast and two booms and used as an oyster buyboat. Owned by William H. Langrall of Cambridge, Md., who built her in 1946, the vessel is powered with a Chrysler Royal with 2:1 reduction gear. She cruises at 10 knots with a top speed of about 13 knots. The vessel has sleeping accommodations for two.

Maryland Starts Largest Shell Planting Program in History

One million bushels of shells will be deposited on oyster rocks throughout the Chesapeake Bay and tributaries during the next few weeks by the Dept. of Tidewater Fisheries in what is probably the largest shell planting program in the history of the State. This large program was made possible through legislation passed at the 1951 session of the Legislature that compelled the packers to return at least fifty percent of all shells to the State for replanting on State owned rocks.

Using a power loader at the piles, plus dump trucks, conveyor belts to the planting boats, plus a high pressure water hose to wash the shells overboard, the State winds up with an economical operation. The large scale planting that is now underway in all sections of the Bay is under the direct supervision of Chairman Arthur Brice and John P. Tawes of the Dept. of Tidewater Fisheries.

Maryland's General Assembly has increased its oyster rehabilitation funds from \$125,000 to \$250,000. The Dept. of Tidewater Fisheries also expects to plant 600,000 bushels of seed this coming season.

New Seafood Laboratory to Be Built

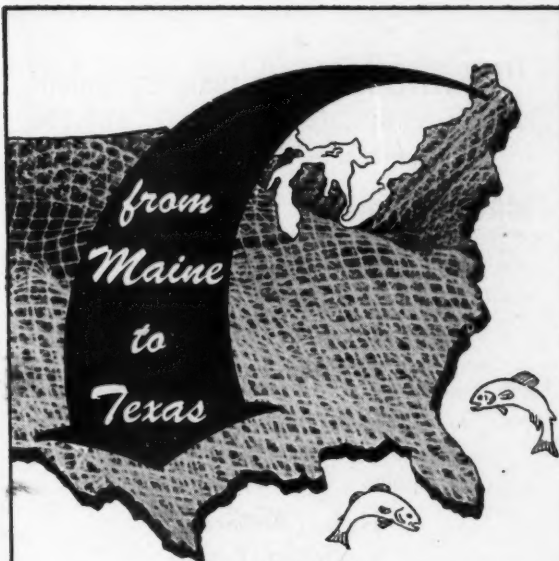
It was announced recently at College Park that the University of Maryland Board of Regents has approved plans for the construction of the Crisfield Seafood Laboratory and will soon begin construction.

Building of the laboratory has been held up for some time due to the shortage of money caused by the steadily increasing building costs. However, in view of the importance of the work, the Board of Regents has ordered changes made in the building proper so that construction can go ahead. Additions can be made quickly when additional money is appropriated.

The purpose of the new laboratory will be to aid the industry in devising better and more economical ways of packing seafood as well as more attractive packaging methods.

Annual Hard Crab Derby

The Fifth Annual Hard Crab Derby will be held in Crisfield on July 26th. The Derby is sponsored by the Crisfield American Legion Post, and was originated in 1947. The affair is an unusual one, possibly the only hard crab race in the world. At the start of the race a large number of crabs are placed in a circle, each crab bearing a number on its back, the same number being on the program sheet, with the name of its sponsor and trainer.




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Boston Trawler "Michigan" Testing Large Mesh Nets

Biologists from the Woods Hole Laboratory of the Fish and Wildlife Service returned to Boston June 23 aboard the trawler *Michigan* after completing the second of two cruises on which they conducted a series of experiments to test the effectiveness of large mesh nets in the release of undersized haddock. The experiments were highly successful and definitely proved that nets with large mesh release large quantities of undersized fish. In some hauls over 2,000 lbs. escaped through the meshes of the cod end and were caught in the special cover.

The vessel fished with regular crew on Georges Bank in the usual commercial manner with standard gear except that the meshes of the net were larger than those normally used and on some tows the cod end of the net was rigged with a fine mesh cover to capture the small fish that escaped through the cod end.

A careful study was made of the sizes of fish retained and the sizes released. Over 60,000 fish were measured in these experiments. This information will be used to strengthen the Service's recommendations to the International Commission for the Northwest Atlantic Fisheries for regulating the size of mesh to be used in haddock fishing on Georges Bank.

Many Gill-Netters Fishing for Mackerel

More Boston gill-netters are fishing for mackerel than in any recent year. The first trip was landed on May 12, and through to the end of the month a total of 43 trips yielded 77,700 lbs. of mackerel. Prices were very good for the fishermen—over 20¢ per pound, a good part of the time and an average of .1782¢ per pound for the entire catch. The mackerel seiners operating to the South have had very little success to date.

Ocean Perch Catch for Year Shows Big Gain

Landings by fishing craft of all sizes at Boston, Gloucester, New Bedford and on Cape Cod during 1951 amounted to 547,609,100 lbs., valued at \$41,763,800 to the fishermen. This was an increase of 5 percent in quantity and 14 percent in value compared with the previous year.

Landings of ocean perch "rosefish" recorded an increase of 55,854,800 lbs. during 1951 as compared with the previous year.

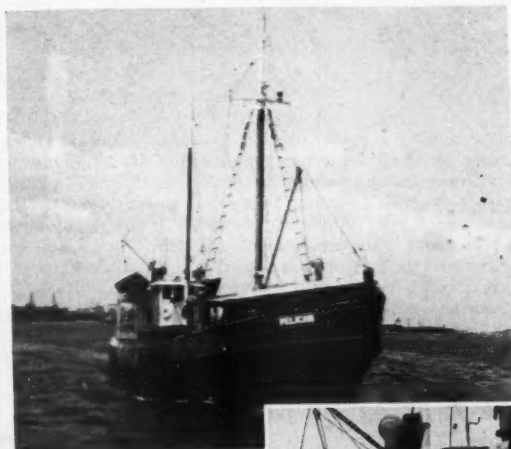
Receipts at Gloucester accounted for 47 percent of the total poundage landed during the year, and 30 percent of the total value; Boston was second in poundage with 31 percent of the total, but first, 34 percent, with regard to value; New Bedford ranked third both in poundage (15 percent) and value (29 percent); while Cape Cod was in fourth place in both poundage and value with 7 percent in both categories.

Army Allows Perch Fillet Count Hike

Following a request for relief by Cong. William H. Bates of Salem, the Quartermaster's Department of the Army recently announced that it would issue orders immediately raising the count on ocean perch fillets which it buys from 100 to 120 per 10-pound box. The Army is said to be the largest single buyer of ocean perch fillets from Gloucester. Producers of fish had advised Cong. Bates that the sharp drop in price of fish over 100 count was causing severe hardship to vessel owners and fishermen.

Seafood Workers Contract Negotiated

A new contract has been negotiated between members of the Massachusetts Fisheries Association and the Seafood Workers Union (AFL). The contract, which would be retroactive to May 2 and would grant in principle a 7½¢ per hour increase for all classifications, has been submitted to the Wage Stabilization Board for approval.



"The Pelican" also includes 3.5:1 falk marine gear — 62 x 42 propeller; twin disc 3:1 reduction front P/T/O — for winch drive; with air compressor, bilge pump and auxiliary 5KW generator, all engine driven.



This Smart Sea Bird, "The Pelican" Got the "Cat" for Dependable Power

YES, a new "Caterpillar" D386 marine engine of 320 h.p. has been installed on "The Pelican", a 75-ft. scallop dragger fishing out of New Bedford.

Capt. Jacob Simonsen of Fairhaven, Mass. is another owner who knows he can depend on "Cat" power for economical, reliable performance.



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BOSTON 27, MASS.

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SHIPMATE GALLEY RANGE

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Gloucester
Dragger
"VILANOVA"



A fine combination for a fine new vessel: a No. 450 SHIPMATE Oil Burning Range in her galley, and a No. 350-A SHIPMATE Hot Water Heating Boiler in her engine room.

Both of these appliances are equipped with No. 0 Therm SHIPMATE Diesel Oil Burner, noted for its simplicity of design, for its satisfactory performance under all conditions of wind and weather, and for its low oil consumption which means low maintenance and repair bills.

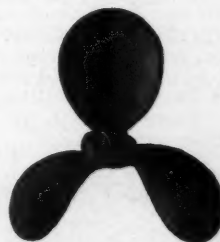
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PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.



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52" DIAMETER AND LARGER**

**HYDE
PROPELLERS**



HYDE WINDLASS COMPANY, Bath, Maine

Equipment and Supply Trade News

Aqua-Clear Prevents Rusting of Engines

Salting down of engines has been quite a problem heretofore, if a boat owner attempted to cool the engine with raw salt water. However, it is claimed that this can be completely overcome if the water is first passed through an Aqua-Clear feeder, manufactured by Sudbury Laboratory, South Sudbury, Mass.

The Aqua-Clear feeder is an attractive transparent rugged lucite unit (sizes over 6" are steel) fitted with a very efficient strainer, and standard connections for easy installation in the water intake line of the cooling system. It is filled with Aqua-Clear crystals which are dissolved very slowly as the water passes through them.

In solution, Aqua-Clear is carried into the cooling system where it forms a microscopically thin transparent film on all metal surfaces. This protective film keeps water from touching the metal, stops all rust that has started, and prevents further rust formation. It also effectively controls electrolysis and galvanic action.

Last Summer Engine Sales and Service, Inc., Terminal Island, Calif., installed a 4" Aqua-Clear feeder on a commercial fishing vessel which operates about 12 hours a day, 7 days a week. The following is a quotation from a letter written by this boat yard to Sudbury Laboratory:

"The engine in question was a re-built gasoline one which had operated previously on salt water, and as an experiment we set the temperature on this engine at 180 degrees. The engine was operated for a three-month period, after which we removed the head and manifold in order to inspect the water passages inside the engine.

"Upon inspection we found absolutely no evidence of any rust corrosion or salt. We now feel sure that we can operate an engine which has been properly equipped with an Aqua-Clear Feeder, providing it is properly maintained, at a higher temperature than we could normally operate in salt water."

New Spongex Cellular Plastic Floats

An average buoyancy of 66 oz. is claimed for the new 6" x 8" seine float of cellular plastic made by The Sponge Rubber Products Co., Shelton, Conn. This float weighs 7 oz., and two other floats of the same "Spongex plastic" are offered in 3" x 6", 2 oz. weight and 6" x 14", 17 oz. weight. These latter two floats are claimed to have buoyancies of 18 oz. and 128 oz. respectively.

A feature claimed for the new type float is water absorption of almost zero percent and consequent elimination of time out for drying. In addition, the float is said to be rot-proof and marine growth free and requires no protective finish or other covering.



Sponge Rubber Products Company's new 6" x 8" seine float of cellular plastic.

The new Spongex plastic floats have had a year of testing by the Pacific tuna fleets, and the fishermen claim that the enduring buoyancy of the floats over a long and trouble-free life makes them the most economical they can use. Each ounce of weight in the new Spongex plastic floats will support 9½ ounces. The floats are not hollow and cannot be punctured and leak. At great depths their air-filled cells will compress, but not collapse.

Spongex plastic floats withstand the severest beatings, and their smooth, lustrous surface will not snag or mar nets and lines. Their light weight handles easily.

New Raytheon Telephone for Small Craft

A new 10-watt marine radiotelephone that incorporates many features usually found only in larger and more expensive models, is now being offered to small boat owners by the Raytheon Manufacturing Co. of Waltham, Mass. This new unit consists of a super-hetrodyne five-tube receiver and a five-tube transmitter with four crystal controlled channels and a tunable broadcast band.

Features include a special vibrator power supply for lower current drain; individual tuning for peak output on all channels; push-to-talk switch for easier operation; separate power unit for quiet operation and ease of mounting; inductive antenna coupling for maximum harmonic attenuation; slide rule scale for broadcast tuning and telephone quality handset.

These features enable the Raytheon "RH" 10-watt marine radiotelephone to provide unusual clarity of reception and reliable transmission even under adverse weather conditions. The unit is both attractive and practical in design. The case has corrosion-proof finish.



New 10-watt Raytheon radiotelephone.

New Bedford Cordage Promotes Conkling

The New Bedford Cordage Co., New Bedford, Mass., has announced the promotion of Hazid C. Conkling to the position of assistant sales manager. Conkling has been with the firm for eight years, during which he covered the New Jersey and eastern Pennsylvania territories, plus the ports of Norfolk and Baltimore. He will make his headquarters in New Bedford, Mass.

New Leaflets on National Supply Co. Engines

The National Supply Co., Springfield, Ohio, has released several new booklets on its Atlas and Superior Diesels. These 8-page bulletins contain complete design features, capacity tables, and dimensions of the engines, as well as giving specifications of component parts and listing standard and extra equipment.

Bulletin #5108 features Atlas Models 58, 75 and 85 marine Diesels. Built for heavy-duty marine service, these direct-reversing engines are available in either super-charged (Models 75 and 85) or naturally aspirated types (Model 58). The pamphlet describes the 6-cylinder sizes available in capacities from 350 to 1000 hp.

(Continued on page 36)

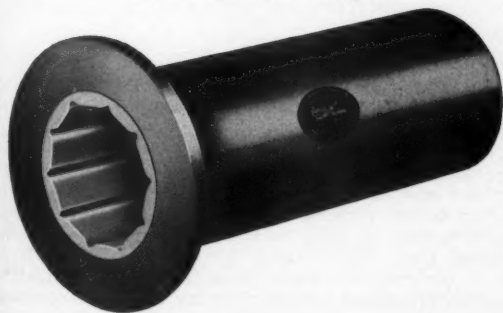


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17 Battery Place, New York 4, N. Y.

B&W Alpha

The Monte Carlo is the most recent addition to the hundreds of successful boats operating throughout the world using the B & W ALPHA integrated power unit, consisting of a rugged diesel engine and controllable pitch propeller. The unit is compact, convenient and efficient, ranging in sizes from 90 to 360 bhp. Write for descriptive literature or call us for consultation.

B.F. Goodrich Cutless Bearings For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

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6" FLOAT TYPE COMPASS

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CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!



RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!



Blaine Stubblefield

"My Chief Joseph, powered with two Chris-Craft Marine Engines, is the first passenger vessel ever to run Hell's Canyon," writes Blaine Stubblefield, Weiser, Ida. "We travel Snake River 212 miles, Weiser to Lewiston, through this continent's deepest gorge and toughest rapids. We ship water, dousing the engines; run full-throttle in shallow mooring, churning gravel that chews our propellers; and gun the engines through 15-ft. swells. Yes, Chris-Craft Marine Engines are the world's best buy!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for **FREE** catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

Another Bulletin, #5106, covers Atlas Models 38 and 48 marine Diesels. These naturally aspirated Diesels are available with reverse-reduction gears. The bulletin gives information on the 4-cylinder, 85 and 110 hp. engines, including performance data.

Bulletin #5111 features the Superior Model 65 marine Diesel. Built for heavy-duty service in fishing vessels, the engine is available as either a supercharged or naturally aspirated unit, and can be supplied with reverse gears and reduction gears. The leaflet describes the different 6 and 8-cylinder sizes available in capacities from 580 to 1500 hp.

York Distributing Beme Direction Finder

The British-made Beme radio direction finder is being distributed in this country by York Marine Radio, Stonington, Conn. This small, lightweight portable direction finder uses standard American replacement parts and provides reception on a combination entertainment radio and direction finder tuning standard broadcast band plus Coast Guard marine beacons.

The Beme direction finder is dry battery operated, and is available with self-contained or external loud speaker. It is non-magnetic, so there is no pull on the compass. Size of the direction finder is 18" high by 8" wide and 11" deep, and weight is 13 lbs.



The Beme direction finder.

New Link-Belt Book on Icing Equipment

Modern methods of icing perishable commodities are described in a new leaflet on icing equipment, Book No. 2382, published by Link-Belt Co., 307 N. Michigan Ave., Chicago 1, Ill.

Types of equipment for both bunker icing and top-icing, as well as ice crushers and slingers used by fishermen, are presented. Link-Belt ice crusher slingers are designed for loading fishing boats with crushed ice before putting out to sea. As the fish or shrimp are caught and stowed away, the ice is spread over them layer by layer.

Seven models of ice crusher slingers with capacities from 15 to 60 tons per hour are described, together with ice crushers, portable ice slingers and ice pulverizers.

Pamphlet on B&W Alpha Diesels

A new 24-page booklet, fully illustrated, describing B&W Alpha marine Diesel engines is now available from Burmeister & Wain American Corp., 17 Battery Place, New York 4, N. Y.

Operators of fishing boats are especially interested in an engine installation giving the utmost in reliability and economy under varying operating conditions. To obtain this, Burmeister & Wain of Copenhagen, Denmark, have combined their B&W Alpha heavy-duty Diesel engine with a controllable pitch propeller, thereby insuring maximum propelling efficiency under all circumstances.

Winslow Engineering Opens New Factory

Winslow Engineering Co. of Oakland, Calif., has announced the opening of a new factory for the manufacture of Winslow filters and elements in Murray, Ky. President Charles A. Winslow of the Pacific Coast firm disclosed that the new plant is expected to get into production within the next few weeks and will be operated independently under the name of Winslow Engineering, Inc.

Discussing his firm's Eastern expansion, President Winslow pointed out that the establishment of the new

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P.O. BOX 904, NEW HAVEN, CONN.

"SAFETY" MARINE PRODUCTS INCLUDE: Variable and Constant Speed Generators • Generator Regulators • Load Regulators • Reverse Current Relays • Motor Generators • Motor Alternators.

factory does more than merely increase the potential output of products. "Elimination of much of our trans-continental shipping," he declared, "will mean substantial savings, both in delivery time and in transportation costs."

Manager of the new plant is Joseph L. Kern, formerly office manager at Winslow's Oakland headquarters.

Harnischfeger Dedicates New Diesel Plant

Harnischfeger Corporation officially opened its new Diesel Engine Division in Crystal Lake, Illinois on June 7, bringing to nine the number of P&H plants now in operation. Following the dedication, guests toured the new one-story building which occupies over 100,000 square feet and is located on an 80-acre tract of land. There were numerous exhibits with all component parts of P&H Diesels displayed in their order of assembly. Guides and machine operators were on hand to explain the steps in the manufacture of the engines, from basic castings to completed engines and operating units.

In this new building, which houses both the plant and general offices of the Division, P&H expects to triple production of its advanced line of 2-cycle Diesels, built in 1, 2, 3, 4 and 6-cylinder models up to 138 hp. for marine services.

Factory Agents Appointed for Petter Diesels

Brush Aboe, Inc., formerly known as Aboe, Inc., have during the past few months been actively engaged in reorganizing their Petter small Diesel engine marketing technique. Responsibility for sales has been decentralized with a view to improving coverage, reducing operating overheads and furthermore increasing sales.

In forming this plan, which so far has proved to be most effective, a number of Petter distributors have been appointed as direct factory agents and are now solely responsible for promoting sales and providing adequate ser-

vice facilities in their respective territories. Among those agents already appointed are Atlantic Equipment Co. of Boston; and Beland-Cross, Inc., New York.

The Petter small Diesels are built in sizes from 3 to 36 hp. and included in this range are two lightweight air-cooled engines developing 6 and 12 hp. @ 1800 rpm. respectively.

Wenzel Named Nordberg Sales Engineer



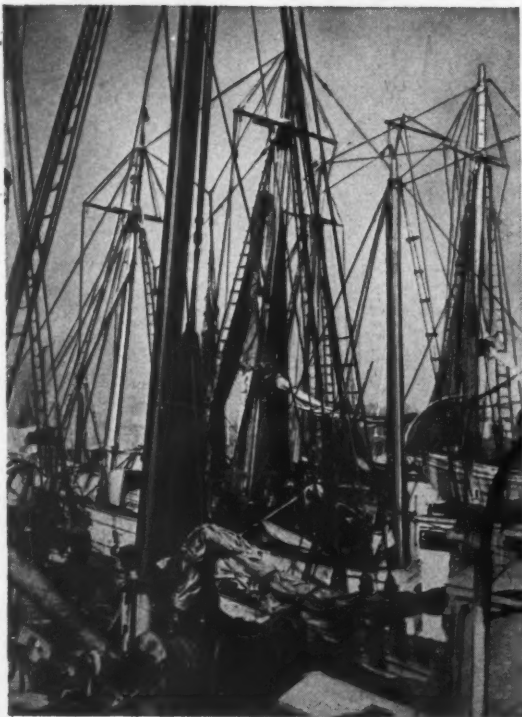
Otto G. Wenzel

Otto G. Wenzel has been appointed sales engineer in the New York office of the Heavy Machinery Division of Nordberg Manufacturing Co., Milwaukee, Wis. Mr. Wenzel was formerly Eastern sales manager of the Diesel Engine Division of Baldwin-Lima-Hamilton Corp.

A native of Ohio, Mr. Wenzel received his formal education in this State and graduated from Xavier University in Cincinnati. He joined General Machinery Co. in 1935 and was assigned to the Diesel engine erection floor. In 1940 he took a year's leave of absence from General Machinery and was assigned to the U. S. Navy as civilian technician training Navy personnel in operation of submarine Diesel engines.

Mr. Wenzel returned to active status with General Machinery in 1941 as service engineer handling installation of Diesels in Navy patrol craft and a short time later was placed in charge of all Diesel engine service. He returned to the Company's Hamilton, Ohio plant in late 1944 when he was named works manager, Diesel Engine Division.

WIRE ROPE

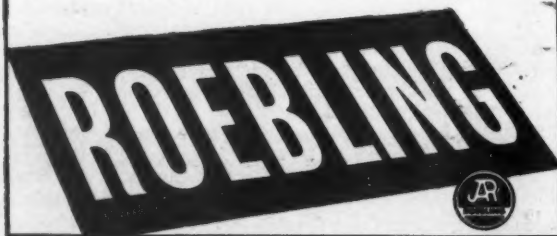


For dependability and economy always buy Roebbling

ROEBLING is the best known name in wire rope. That's partly because we were the first wire rope maker in America. But more than that, we've always led in developing better wire rope for every purpose ashore and afloat.

Today's Roebbling Wire Ropes are the fisherman's best choice for dependability and long life. Each step in making the steel and in drawing and stranding the wire for these ropes is precision-controlled to assure you top value for every dollar.

Have your Roebbling Field Man recommend the right rope for every special purpose. Write or call him at the nearest Roebbling branch office. John A. Roebbling's Sons Company, Trenton 2, New Jersey.



Rhode Island Co-op Delivering Fish Direct to Retailers

The Point Judith Fishermen's Co-operative has launched a dock-to-market delivery service in Rhode Island, Massachusetts and Connecticut, its first volume movement of locally caught fish direct to nearby retail outlets. At present the Co-operative is processing about 35 varieties of fish for over-the-road distribution to retail markets in the three States.

In the past the fish caught offshore by the Co-operative's 35 vessels have gone to New York and Boston wholesalers. These dealers then have shipped back some of the same fish for retail sales in Rhode Island. According to George W. Gross, manager of the Co-operative, the new service will mean that Rhode Island housewives can get fish of top quality from one to two days sooner than through the former roundabout arrangement.

The Co-operative soon will begin to turn out packaged frozen fillets in one pound containers. Fillets of flounder, haddock and cod, caught, processed and packed by Rhode Islanders, will be sold to retail stores.

When the frozen seafood line is added and increased to capacity—about 6000 lbs. a day—Gross believes production for retailers still will total only 25% of the entire catch. The balance will continue to go to large out-of-State wholesale outlets.

Quahog Area to Be Tested

Two fishing boats will use a mechanical dredge and clamshell bucket in a search for quahogs in Potters Cove, Prudence Island, but their activities will be strictly legitimate. Both boats will be manned by scientists from the Narragansett Marine Laboratory who want to know how the hard clams of Potters Cove are getting along.

Their work is part of an investigation requested by Gov. Roberts earlier this year. The Governor asked Dr. Charles J. Fish, laboratory director, Edward C. Hayes, Jr., Fish & Game administrator, and a representative of the Fish & Wildlife Service to make a survey of the State's marine resources.

Shellfishermen have complained that some of the most productive areas in the bay are nearing depletion. It was suggested that shellfish could be transplanted into these spots from polluted areas. The scientists want to find out whether a transplanting program is needed.

Season's First Swordfish Catch

The first catch of swordfish this season was unloaded June 29 at Galilee and purchased by the Point Judith Fishermen's Co-operative. The *Christine & Dan*, Capt. Bjarne Larsen, a dragger out of Chilmark, Martha's Vineyard, docked with 49 swordfish, ranging from 100 to 420 lbs., and a small tuna.

Oyster Shell Planting Underway

The Warren Oyster Co. started shipping shells to Long Island Sound for seasonal planting on June 30. Otto J. Alletag said his firm will ship out about 75,000 bushels of oyster shells from its own piles and about 100,000 bushels of quahaug shells purchased from the Blount Seafood Corp.

The other Warren oyster firms, B. J. Rooks & Son, Inc., and E. B. Blount Sons Co., started planting operations the first week in June. The total amount of shells shipped out of the Warren area by all three firms is expected to exceed 250,000 bushels, which is about the same as last year.

Land Large Amount of Scrap Fish

Point Judith fishermen during the month of May delivered six million pounds of non-edible fish to the Point Judith Fish Processing Co., which is more than twice the amount brought to the plant during the same period last year. The firm pays \$17 a ton for the scrap fish.

Fish Landings

For Month of June

Hailing fares. Figure after name indicates number of trips.

WOODS HOLE

Angeline (1)	1,800	Janet Elise (1)	3,300
Bertha C. (1)	400	J. Henry Smith (2)	5,500
Betsy C. (1)	2,200	Judy-Sue (1)	2,700
Billie (2)	3,600	Kathy Dick (5)	10,000
Bluefin (1)	3,500	Liberty (3)	7,500
Bono (4)	17,400	Lionel (6)	2,900
Cap'n Bill II (2)	91,200	Little Lady (5)	15,600
Carib (5)	7,200	Louise O. (1)	1,100
Carlansul (3)	4,700	Madeline (2)	12,100
Carol & Dennis (3)	48,000	Morning Star (5)	9,900
Carol J. (2)	25,300	Nancy S. (5)	26,200
Clara C. (5)	13,000	Papoose (3)	16,600
Clara T. (2)	2,900	Phyllis J. (1)	6,200
Connie F. (1)	9,000	Priscilla (3)	3,800
Cora (4)	2,900	Priscilla V. (2)	75,100
Dauntless (1)	33,300	Pvt. Frank T. Kessler (2)	20,500
Dolly & David (4)	8,400	Ranger (1)	7,600
Dorothy & Everett (4)	16,000	R. B. Stinson (1)	11,500
Eleanor K. (4)	15,200	Revenge (4)	6,500
Elva L. Beal (1)	10,200	Rita (3)	36,400
Eugene H. (2)	84,600	Russell S. (1)	4,600
Kvelyn F. (3)	3,900	R. W. Griffin, Jr. (1)	39,900
Five Sisters (4)	67,700	St. George (2)	4,400
4-B-271 (2)	1,100	Sea Prince (2)	1,000
4-B-683 (3)	5,300	Seraphina (1)	700
4-B-686 (1)	2,600	Shangri-La (3)	3,200
Genevieve D. (5)	8,300	Southern Cross (2)	11,900
Gertrude D. (2)	11,100	Southern Cross (N.Y.) (1)	6,000
Harvest (2)	4,700	Theresa (3)	47,600
Helen Mae (5)	13,100	Three Bells (1)	7,200
Idlewild (1)	3,300	Winifred M. (2)	15,500
Irene (3)	21,700		

Scallop Landings (Gallons)

Anastasia E. (1)	710	Nantucket (1)	947
Falcon (1)	749	Olive M. Williams (1)	1,125
Lainee K. (1)	1,125	Pearl Harbor (1)	1,125
Mary Anne (1)	1,140	Ronald & Dorothy (1)	1,125
Mary E. D'Eon (2)	2,250	Santa Treza (1)	394

PORTLAND

Agnes & Elizabeth (1)	84,500	Mascot (20)	216,000
Alice M. Doughty (4)	173,600	Nellie M. (6)	59,300
Andrie (3)	167,500	Njorth (3)	38,000
Annie Louise (20)	310,800	Nonnie J. (1)	10,000
Ariel (13)	210,000	Nora Sawyer (14)	270,200
Betty & Nell (9)	70,500	Notre Dame (1)	81,000
Bonnie B. (1)	3,000	Nyark (1)	15,800
Bonnie J. (12)	95,600	Onward (2)	52,000
Brighton (2)	220,000	Onward III (19)	330,800
Carmella & Lois (19)	295,900	Pauline Boland (1)	60,000
Carolyn & Priscilla (2)	130,500	Polaris (2)	246,500
Challenger (24)	302,800	Queen of Peace (11)	278,000
Chesebrough (15)	204,700	Rebecca (4)	53,600
Clara Louise (2)	169,800	Richard J. Nunan (4)	155,200
Crescent (24)	525,700	St. George (2)	395,000
Currier (1)	200,000	St. Michael (12)	118,000
Elinor & Jean (3)	135,200	Sea King (3)	121,500
Ethelina (1)	57,900	Silver Bay (2)	350,000
Evzone (1)	8,500	Theresa R. (2)	230,000
Geraldine & Phyllis (3)	242,400	Thomas D. (2)	260,000
Grace E. (3)	17,500	Two Pals (11)	156,200
Helen M. (2)	13,000	Vagabond (3)	158,400
Lawrence Scola (1)	8,900	Vandal (3)	218,300
Lilo (5)	70,000	Vida E. (24)	533,500
Little Chief (14)	129,700	Voyager (3)	85,100
Lucy Scola (3)	18,500		
Mary & Helen (21)	347,500		

Scallop Landings (Gallons)

Adele K. (1)	1,111	Monte Carlo (2)	2,244
Brant (1)	1,111		



The NEW Mustad-Limerick FISH HOOK — Quality # 31000

is a sturdy hook—made with the extra strength, sharpness and precision of design and temper that is characteristic of all

MUSTAD
Key Brand FISH HOOKS

Size 6/0 shown above—with its unequalled tin finish—will give you the extra service you desire and will save you fish, fish hook replacements and repairs. Get it at your fishing supplies dealer.

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Established 1832

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HAnover 2-7470

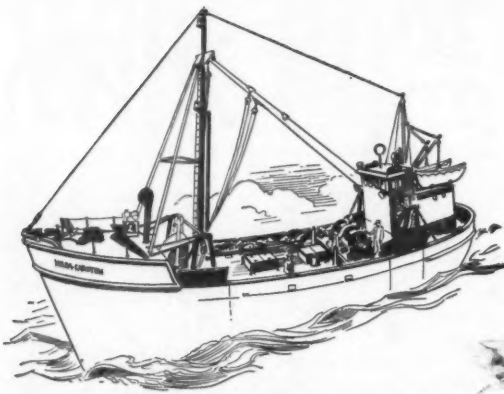
PHILADELPHIA
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FAIRBANKS-MORSE,

a name worth remembering

DIESEL AND DUAL FUEL ENGINES - DIESEL LOCOMOTIVES - ELECTRICAL MACHINERY - PUMPS - SCALES - HOME WATER SERVICE EQUIPMENT - RAIL CARS - FARM MACHINERY - MAGNETOS



HUSKY HILDA GARSTON GETS BRUTE-BATTERY POWER

Cape Ann Machinery Company's "HILDA GARSTON", out of Gloucester, is as fine and husky a 100-ft. steel dragger as you can board in a month of Sundays! She deserves that extra battery-dependability, capacity and reserve required for the extensive power demands of her radio telephone, Loran, Fathometer, fish hoists and bilge and fire pumps. And like many other "big ones" of her type, including Cape Ann Machinery Company's "EMILY BROWN", she gets what she needs—power plus—from her mighty convincing 112-volt installation of 14 8 HHG 25 Surrette Special Service Marine Batteries.

WHY BATTERY EXPERTS

STANDARDIZE ON SURRETTES

- ★ GREATEST CAPACITY IN LEAST SPACE. 25% more than conventional storage batteries. Capacities that will crank biggest Diesels—up to 1600 H.P. Extra capacity enables you to enjoy the conveniences of additional electrical equipment.
- ★ LONGEST LIFE, HIGHEST POWER, PER POUND OF WEIGHT.
- ★ THICK, HIGH, POSITIVE PLATES. DOUBLE INSULATION.
- ★ SPECIALLY ENGINEERED, SPECIAL MATERIALS, FOR MARINE USE: Extra heavy fittings; genuine hard rubber containers.

Ask your dealer about Surrette Batteries, the choice of experts, and for Specification Sheet M-1. FINEST AT ANY PRICE—SIZES FOR EVERY BOAT. Write us if your dealer cannot supply you.

SURRETTE STORAGE BATTERY CO., INC., Salem, Mass.



Surrette



MARINE BATTERIES

GLOUCESTER

Alden (1)	1,000	Little Joe (5)	93,000
Althea (2)	59,000	Lois T. (4)	86,000
Alvin T. Fuller (2)	155,000	Lone Ranger (1)	7,000
American Eagle (4)	136,000	Lorine III (2)	80,000
Anna Guarino (8)	121,000	Lucy Scola (1)	8,000
Ann & Marie (3)	32,000		
Annie (8)	90,000	Madame X (3)	57,000
Annie II (7)	41,000	Madonna De Trapani (2)	34,000
Anthony & Josephine (8)	244,000	Malena II (6)	94,000
Aphodyd (2)	60,000	Malolo (1)	98,000
Atlantic (3)	195,000	Manchanock (2)	140,000
Ave Maria (1)	45,000	Manuel F. Roderick (2)	200,000
		Margie (1)	9,000
Baby Rose (2)	239,000	Margie & Roy (3)	5,000
B. Estelle Burke (1)	64,000	Margie L. (2)	56,000
Bobby & Jack (3)	330,000	Maria Immaculata (8)	225,000
Bonaventure (2)	336,000	Marie & Winifred (1)	60,000
Brookline (1)	200,000	Marion & Alice (2)	238,000
		Mary (7)	113,000
California (3)	119,000	Mary & Josephine (3)	437,000
Callista D. Morrill (5)	17,000	Mary E. (4)	39,000
Capt. Drum (5)	137,000	Mary Jane (2)	320,000
Cara Cara (1)	155,000	Mary Rose (2)	385,000
Carlo & Vince (7)	195,000	Mary W. (2)	88,000
Carol Ann (2)	290,000	Mayflower (3)	37,500
Caspian (2)	122,000	Michael F. Dinamore (2)	215,000
Catherine (2)	9,500	Minkette 1st (1)	3,000
Catherine Amiraalt (1)	200,000	Mocking Bird (3)	353,000
Catherine L. Brown (2)	265,000	Mother Ann (1)	257,000
Cavalier (3)	115,000		
Charlotte M. (2)	267,000	Natalie III (3)	184,000
Chebeague (7)	227,500	Newton (1)	160,000
Cherokee (3)	260,000	No More (8)	59,000
Cigar Joe (3)	104,000	Nyoda (7)	167,000
Clipper (1)	152,000		
Columbia (1)	190,000	Philip & Grace (1)	130,000
Curlow (2)	325,000	Phyllis & Mary (3)	91,000
		Pilgrim (2)	350,000
Dartmouth (3)	319,000	Pioneer (6)	201,000
Dawn (4)	47,000	P. K. Hunt (2)	222,000
Dolphin (3)	400,000	Positive (2)	278,000
Doris F. Amaro (3)	205,000	Puritan (2)	283,000
Doris H. (2)	39,000		
		Raymonde (3)	343,000
Edith L. Boudreau (2)	185,000	Resolute (1)	60,000
Eleanor (3)	162,000	Rita B. (3)	178,500
Estrela (1)	198,000	Rita 1st (1)	4,000
Eva M. Martin (1)	4,000	Ronald & Mary Jane (2)	320,000
Evelina M. Goulart (1)	87,000	Rose & Lucy (6)	2,000
Evelyn G. Sears (2)	80,000	Rosemarie (1)	8,000
		Rosie C. (4)	34,000
Falcon (8)	138,000		
Felicia (2)	440,000	Sacred Heart (6)	80,000
Florence & Lee (2)	375,000	St. Anthony (1)	165,000
Frances R. (6)	235,500	St. Bernadette (2)	340,000
Frankie & Jeanne (5)	61,000	St. John (3)	17,000
Frederick H. (2)	76,000	St. Joseph (3)	139,000
		St. Mary (8)	245,200
Gaetano S. (2)	283,000	St. Nicholas (2)	340,000
Gertrude E. (7)	53,500	St. Providenza (7)	140,000
Golden Eagle (1)	137,000	St. Rita (1)	34,000
		St. Rosalie (2)	103,000
Hazel B. (2)	255,000	St. Victoria (2)	138,000
Helen B. (1)	54,000	Salvatore & Grace (3)	133,000
Helen M. (3)	205,000	Santina D. (1)	38,000
Holy Family (2)	256,000	Santo Antonino (2)	71,000
Holy Name (6)	180,000	Sarah M. (4)	37,500
		Sea Queen (2)	160,000
Ida & Joseph (2)	152,000	Sebastiana C. (4)	159,000
Immaculate Concept'n (6)	160,000	Serafina N. (7)	252,000
		Serafina II (7)	221,000
Jackie B. (3)	153,000	Skilligolee (3)	150,000
Jackie V. (1)	80,000	Sunbeam (3)	138,000
Jackson & Arthur (7)	76,500	Sunlight (2)	275,000
J. B. Junior (6)	226,000	Superior (1)	163,000
Jean & Patricia (1)	2,500	Sylvester Whalen (1)	163,000
Jennie & Julia (1)	87,000		
Jennie & Lucia (3)	240,000	Theresa M. Boudreau (1)	203,000
Johnny Baby (4)	36,000	Tina B. (1)	95,000
Joseph & Lucia (2)	309,000	Trimembral (5)	100,000
Joseph S. Mattos (2)	240,000		
Josie II (6)	103,000	Victory (4)	105,000
Julie Ann (2)	345,000	Vincie N. (3)	215,000
		Viola D. (5)	105,000
Killarney (2)	375,000	Virginia Ann (7)	235,500
Kingfisher (1)	220,000		
		We Three (6)	105,500
Lady of Good Voyage (2)	200,000	White Owl (7)	106,000
Lawrence Scola (2)	33,000	Whitstone (2)	144,000
Lawson (2)	130,000	Wild Duck (2)	300,000
Linda B. (4)	118,000		
Little Flower (6)	231,000	Yankee (1)	65,000

NEW YORK

Felicia (1)	50,000	Two Brothers (1)	25,000
John G. Murley (1)	51,000		
		Scallop Landings (Gallons)	
Beatrice & Ida (1)	1,125	Osprey (1)	850
Benjamin Bros. II (1)	750		
Catherine C. (2)	2,225	Reid (2)	2,200
Florence B. (1)	1,125	St. Rita (1)	500
Friendship (1)	850		
Miriam A. (1)	1,100	The Queen (1)	600
Norseman (1)	500	Whaling City (1)	825

NEW BEDFORD

Adventurer (3)	69,400	Junojaes (2)	65,500
Angenette (2)	5,500	Keibarsam (3)	57,200
Annie Louise (3)	39,600	Liberty (1)	12,500
Annie M. Jackson (2)	40,300	Liberty Belle (1)	8,000
Arnold (3)	40,900	Magellan (1)	35,700
Arthur L. (2)	58,400	Maria-Julia (4)	63,700
Automatic (2)	15,100	Martha E. Murley (2)	90,700
Ballantrae (3)	32,900	Mary & Joan (2)	83,400
Barbara M. (2)	39,600	Mary J. Hayes (2)	98,500
Bernice (1)	7,400	Mary Tapper (2)	67,100
Cape Cod (2)	20,700	Minnie V. (2)	29,600
Capt. Deebold (2)	55,100	Molly & Jane (3)	70,800
Carlansul (1)	1,800	Noreen (1)	50,000
Carl Henry (3)	135,900	Pauline H. (2)	143,300
Chas. E. Beckman (2)	32,900	Peter & Linda (3)	49,200
Charlotte G. (1)	21,300	Phyllis J. (1)	11,000
Connie F. (2)	68,000	Reliance (1)	1,800
C. R. & M. (1)	21,300	Resolute (2)	9,800
Driftwood (3)	16,000	Roberta Ann (2)	51,300
Ebenezer (4)	21,300	Rosemarie V. (1)	28,100
Edith (1)	9,000	R. W. Griffin, Jr. (1)	31,000
Elva & Estelle (3)	54,800	St. Ann (2)	79,800
Elva L. Beal (1)	7,900	St. George (2)	4,700
Etta K. (2)	43,100	Sandra & Jean (1)	35,700
Eugene & Rose (2)	74,900	Santa Cruz (1)	27,000
Eunice-Lilian (2)	71,500	Sea Fox (2)	32,300
Gannet (2)	119,000	Sea Hawk (2)	78,500
Glady's & Mary (2)	98,800	Solveig J. (2)	87,300
Growler (2)	71,600	Sonny & Joyce (2)	8,200
Harmony (3)	82,300	Sonya (2)	28,000
Hope (2)	24,300	Southern Cross (N.Y.) (2)	38,000
Hope II (3)	105,600	Southern Cross (Oc. B.) (1)	13,600
Huntington Sanford (2)	40,000	Stanley B. Butler (2)	147,000
Idlewild II (1)	2,400	Susie O. Carver (3)	45,500
Invader (2)	83,300	Three Pals (2)	51,900
Irene & Mabel (1)	21,000	Two Bros. (N.B.) (3)	42,600
Ivanhoe (2)	43,800	Venture 1st (1)	34,600
Jacintha (1)	49,300	Victor Johnson (2)	39,900
Janet Elise (2)	14,000	Viking (4)	95,500
J. Henry Smith (2)	15,000	Whaler (2)	94,300
Jimmy Boy (1)	19,600		
Joan & Tom (2)	37,800		
Joan & Ursula (2)	84,800		
Julia K. (2)	15,500		

Scallop Landings (Gallons)

Abram H. (2)	2,291	Lubenray (2)	2,250
Agda (1)	1,177	Malene & Marie (1)	1,125
Alpar (1)	1,125	Malvina B. (1)	1,033
Amelia (2)	2,332	Maridor (1)	1,125
Antonina (1)	1,155	Marie & Katherine (1)	1,125
B & E (1)	944	Marmax (1)	1,125
Barbara (1)	1,125	Mary & Julia (2)	2,250
Bobby & Harvey (2)	2,331	Mary Anne (1)	1,125
Brant (1)	1,166	Mary Canas (1)	1,125
Bright Star (1)	1,125	Mary J. Landry (2)	1,570
Camden (1)	1,125	Moonlight (2)	2,280
Carol & Estelle (1)	1,125	Muskegon (1)	1,125
Catherine & Mary (2)	2,125	Nancy Jane (2)	2,250
Charles S. Ashley (2)	2,332	Nantucket (1)	1,125
Charlotte (1)	600	New Bedford (1)	1,125
Christina J. (2)	2,250	Newfoundland (2)	2,280
Dagney (1)	1,014	Olive M. Williams (1)	1,125
Doris Gertrude (2)	2,291	Palestine (2)	2,321
Dorothy & Mary (1)	1,166	Felham (1)	278
Eleanor & Elsie (1)	1,125	Felican (1)	1,166
Elizabeth N. (2)	2,250	Porpoise (1)	1,166
Ethel C. (2)	2,225	Red Start (1)	1,125
Fairhaven (1)	1,166	Richard Lance (1)	1,111
Falcon (1)	833	Ronald & Dorothy (1)	450
Flamingo (1)	1,155	Sea Hawk (1)	1,000
Fleetwing (1)	1,155	Sea Ranger (1)	1,166
Francis J. Manta (1)	1,125	Smilyn (1)	1,125
Friendship (1)	1,000	Sunapee (2)	1,765
Gambler (1)	1,125	The Friars (2)	2,250
Janet & Jean (1)	1,155	3 & 1 & 1 (2)	1,775
Jerry & Jimmy (2)	2,291	Ursula M. Norton (1)	1,166
Josephine & Mary (1)	1,166	Virginia & Joan (2)	2,080
Kingfisher (2)	2,250	Vivian Fay (1)	1,166
Lainee K. (1)	1,044	Wm. D. Eldridge (2)	2,250
Liboria C. (1)	1,125	Wm. H. Killigrew (2)	2,321
Linus S. Eldridge (1)	1,166		
Louis A. Thebaud (1)	1,125		

BOSTON

Acme (6)	116,100	Barbara C. Angell (1)	78,000
Addie Mae (7)	112,100	Bay (3)	278,000
Adventure (1)	82,000	Bonnie (3)	315,500
Agatha & Patricia (4)	298,000	Bonnie Jean (11)	18,100
Alphonso (6)	82,800	Bonnie Lou (3)	226,600
Angie & Florence (3)	46,500	Calm (2)	187,700
Annie & Josie (8)	132,100	Cambridge (3)	258,100
Arlington (3)	368,000	Carmella Maria (5)	67,000
Atlantic (3)	216,500	Catherine B. (D'gger) (4)	199,400
Ave Maria (Dragger) (7)	106,800	Catherine B. (L. T'ler) (5)	23,200
Ave Maria (O. T'ler) (1)	70,000		

DO YOU KNOW

Taylor Bros.
of St. Augustine, Fla.



THEY USE PROFITABLE Lathrop POWER

The profitable power of a LATHROP DH 200 Diesel takes this brand new shrimp trawler all the way from St. Augustine into the fishing grounds of Mexico. Through top performance, this Lathrop engine helps Taylor Bros. get maximum profits from every one of these long trips.

Write for new catalog. Gasoline and Diesel engines 20 to 200 HP.

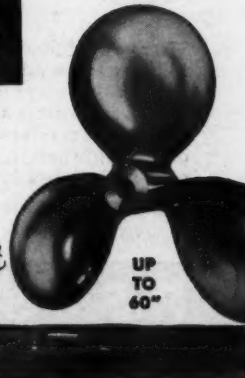
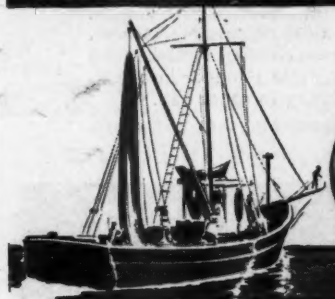


MICHIGAN propellers make staunch friends!

Lower fuel bills — stepped-up engine performance — riddance of the vibration that raises Cain with shaft bearings, engine and hull . . . and fewer propeller replacements due to the super-tough character of their "MICHALLOY" metal . . . those are the things that make life-long friends of practically every fisherman that tries MICHIGAN "MACHINED-PITCH" propellers. Try one the next time you need a propeller.

MICHIGAN WHEEL COMPANY

GRAND RAPIDS 3,
MICHIGAN





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TO HOLD *YOUR* BOAT!

By power, old salts know we mean *holding* power—when it comes to anchors. And hundreds of thousands of commercial and pleasure boat owners have proved that Northill Anchors hold better. Yes, Northills hold fast in *any* blow. They break out easily because scientific design prevents them burying too deep. Light, easy to handle and stow. 3 to 105 lbs. for boats to 80 ft.

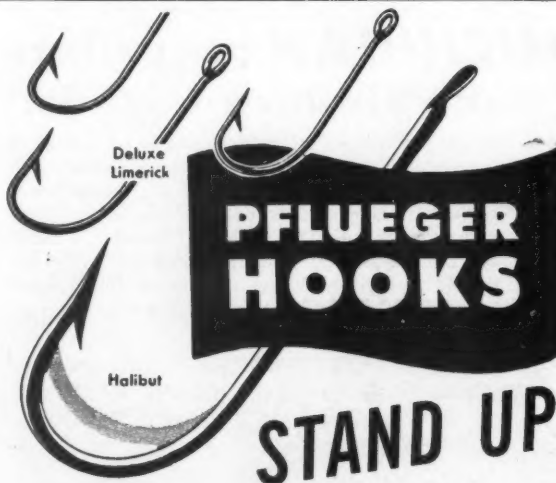
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Subsidiary of THE GARRETT CORPORATION



PFLUEGER HOOKS

STAND UP

Users say Pflueger hooks keep working long after you'd expect to have them replaced. Bait stays on until fish gets caught. Points stay sharp, and hook holds its shape.

Strong steel and excellence of finish mean dependable service. Use Pflueger hooks to save money and bring in more fish.

THE ENTERPRISE MFG. CO., AKRON, OHIO
88 years making fine fishing tackle

PFLUEGER

(Pronounced "FLEW-GER")

A GREAT NAME IN TACKLE

Boston Landings (Continued)

Catherine T. (2)	90,000	Michael G. (5)	93,700
Charlotte G. (1)	8,100	Michigan (3)	317,500
Comet (3)	361,900	Mother of Grace (3)	78,700
C. R. & M. (2)	54,700		
Crest (3)	261,100	Nancy B. (3)	96,400
Delaware (2)	58,000	Neptune (3)	305,900
Diana C. (2)	62,600	Noreen (1)	82,000
Dorchester (3)	247,600	Ohio (2)	133,700
Drift (3)	313,400	Olympia (1)	35,200
		Olympia La Rosa (4)	296,500
Eddie & Lulu M. (7)	50,100		
Elizabeth B. (2)	138,400	Pam Ann (3)	242,800
Emily H. Brown (3)	203,000	Patty & Jean (1)	7,200
Esther M. (3)	305,500	Phantom (3)	357,900
		Plymouth (3)	319,200
Famiglia (3)	77,800	Princess (5)	109,700
Felicia (2)	99,500		
Flying Cloud (3)	355,200	Quincy (3)	299,000
Francesca (6)	21,900		
Frances L. McPherson (2)	135,200	Racer (2)	131,100
4-C-688 (5)	11,700	Red Jacket (3)	331,900
4-C-887 (1)	3,000	Robert & Edwin (7)	91,800
4-D-885 (4)	5,400	Rosalie D. Morse (3)	284,900
4-G-370 (2)	13,000	Rose Mary (1)	21,200
4-G-673 (7)	29,900	Rosie (5)	111,000
4-H-823 (6)	28,000	Rosie B. (1)	400
4-R-630 (6)	16,800	Rush (1)	81,000
4-R-753 (8)	10,900		
		Sacred Heart (8)	104,800
Helen S. (5)	18,100	St. Anna (7)	32,900
Hilda Garston (3)	234,300	St. Francis (5)	68,800
		St. Joseph (3)	40,900
J. B. Junior II (7)	125,900	St. Michael (4)	15,100
Jimmy Boy (1)	25,100	St. Michael Angelo (3)	6,800
Joe D'Ambrosio (4)	35,700	St. Peter II (1)	70,200
Josephine (2)	10,400	St. Rosalie (1)	56,800
Josephine F. (7)	32,700	San Antonio (1)	15,200
Josephine P. II (4)	182,600	San Antonio II (6)	54,100
Josie M. (4)	66,700	San Calogero (6)	119,700
		Santa Maria (4)	131,700
Katie D. (2)	100,000	Santa Rita (5)	29,800
		Santa Rosalia (7)	25,900
Leon (1)	13,000	Savoia (9)	54,200
Leonarda (6)	61,300	Sea Fox (1)	22,500
Leonard & Nancy (4)	316,600	Six Bros. II (6)	22,400
Little Nancy (4)	220,100	Surge (3)	329,700
Little Sam (4)	75,500	Swallow (3)	248,000
Lucky Star (3)	231,900		
		Texas (3)	189,100
Mabel Mae (3)	226,100	The Albatross (1)	90,000
Madonna De Trapani (2)	28,200	Thomas Whalen (3)	272,100
Maine (3)	319,500	Triton (2)	185,900
Margaret Marie (4)	40,500	Two Pals (1)	11,500
Maria Christina (7)	24,700		
Maria Del S. (9)	146,800	Virginia (3)	164,100
Maria Giuseppe (10)	23,900		
Marietta & Mary (3)	78,700	Wave (2)	253,000
Maria Stella (3)	212,700	Weymouth (3)	312,000
Marsala (3)	162,400	Wm. J. O'Brien (3)	246,600
Mary & Jennie (6)	87,300	Winchester (3)	354,300
Mayflower (1)	3,900	Winthrop (3)	291,300
M. C. Ballard (2)	133,900	Wisconsin (3)	355,800

STONINGTON, CONN.

America (15)	34,500	Lindy (4)	11,200
Bette Ann (21)	34,800	Lisboa (10)	8,300
Betty Boop (18)	40,200		
		Marise (20)	23,700
Carl J. (1)	7,800	Mary A. (20)	32,000
Carolyn & Gary (21)	41,500	Mary H. (19)	30,000
Connie M. (16)	27,800		
		Old Mystic (21)	50,700
Fairweather (21)	90,300	Our Gang (2)	4,000
Fatima (17)	3,700		
		Ranger (1)	500
Harold (15)	20,200	Rose L. (5)	1,600
		Russell S. (1)	5,100
Irene & Walter (21)	55,600	St. Peter (15)	23,600
Jane Dore (20)	37,200		
		Vagabond (8)	11,600
Laura (18)	7,400		
Lt. Thomas Minor (5)	7,000	William B. (12)	31,900

Atlantic States Commission Meeting

The eleventh annual meeting of the Atlantic States Marine Fisheries Commission will be held at the Parker House, Boston, on Thursday and Friday, September 4 and 5.

Thursday's sessions as usual will be devoted to reports of officers, committees, and projects sponsored by the Commission. The South Atlantic and Middle Atlantic Sections will meet late Thursday afternoon; the North Atlantic and Chesapeake Sections on Friday morning. After the general get-together and luncheon, Friday, there will be a final business session to take such action as may be necessary on matters presented earlier, to elect officers, adopt the budget and plan future meetings and activities.

Canadian Report

By C. A. Dixon

Sardine Producers Want Fair Price Policy

Recently a plea was made in the Canadian House of Commons by A. W. Stuart, M. P., for Charlotte County, N. B., for a "fair price" policy for sardine fishermen in southern New Brunswick. Mr. Stuart was once a weir fisherman and sardine boatman at St. Andrews. He said that no other class of primary producer in Canada has been so completely ignored.

Mr. Stuart suggested that fishermen on both sides of the border must insist that the fisheries departments of the United States and Canada, together with the canners in both countries, get together immediately so that an opportunity will be provided for representatives of the fishermen to present their views.

Customs Duties and Excise Taxes

At a luncheon held in Fredericton by the Provincial Department of Industry and Development in New Brunswick, G. G. O'Brien, Ottawa, manager of the Fisheries Council of Canada, who was guest of honor, stressed the need for lower customs duties and excise taxes to enable Canadian commercial fishermen to compete with those of other countries.

"The fishing industry depends more on exports than any other primary industry. Customs duties are higher on fishing equipment than on equipment used in other Canadian primary industries, and the lowering of customs levies would keep down the cost of production. The Fisheries Council is now making a nation-wide survey of the industry, and a brief will be presented to the Federal cabinet when the survey is completed."

New Scallop Bed

A new scallop bed in the Northumberland Strait off Richibucto, N. B. offers money-making opportunities for Atlantic Coast fishermen, according to the Fisheries Research Board of Canada. The bed, roughly 1½ miles long and ½ mile wide, is about 9 miles east-northeast of the mouth of Richibucto Harbor.

The Board points out that fishermen should take advantage of these new stocks as soon as possible, as scallops in the Gulf of St. Lawrence are subject to unpredictable mass mortalities.

To Average Earnings for Income Tax Purposes

Canadian deep-sea fishermen, operating as co-adventurers on a share of the catch, have been authorized by the Department of National Revenue to average their earnings over a five-year period for income tax purposes, and also to deduct their away-from-home food and accommodation expenses. The individual fisherman will still be required to file his income tax return each year and at that time will pay the tax owing, but at the end of five years he can work out the average of his net earnings and obtain a refund if he is entitled to one.

New Newfoundland Filleting Plant

The new filleting plant now being erected at Gaultois, Hermitage Bay, on the south coast of Newfoundland, is expected to be ready for operation late in July of this year. A yearly output of about 5,000,000 lbs. of fillets is hoped for. It is understood that the company will concentrate on the shore fishery, operating its own draggers and also effect a collection service covering all of Hermitage Bay. Ice and bait will be delivered by the vessels to different depots to be established and then return with catches of cod and other fresh fish.



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- With Hudson American's "SEAFARER II" Marine Radio Telephone
- Recommended for use within cruising range of 75-150 miles.
- Easy-to-operate—has no dials or complicated tuning systems.
- Five pre-selected crystal-controlled channels; two Ship-to-Ship; one Coast Guard for emergency; two Harbor Telephone Stations.
- Power output of 35 watts; plate input power 62.5 watts.
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- Transmitter and Receiver are fully automatic—both switch to desired frequency at same time—both remain on frequency at all times.

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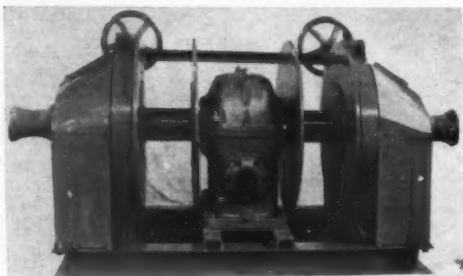


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Captain Gaspar's VILANOVA Equipped with "GLOUCESTER" WINCH



Capt. Joaquim Gaspar's new 110 ft. dragger "Vilanova" of Gloucester, Mass. is equipped with a "Gloucester" Trawl Winch of 400 fathom $\frac{7}{8}$ " wire capacity per drum.

The Gloucester winch has a flat friction type clutch. Extra heavy duty bearings are used in the spools and on the end bearings, to insure smooth operation. There is a 6:1 ratio reduction box in the center, and one continuous shaft runs through the entire length of the winch, providing maximum rigidity.

The Gloucester winch is made to order in all sizes from 200 to 600 fathoms of $\frac{7}{8}$ " wire capacities. Ask for full specifications.

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Gloucester Gets Fare of West Coast Tuna Clipper

Arrival of the 132' California tuna clipper *Sun Jason* at Gloucester last month with a 600,000 pound cargo from the South American coast, may be the start of another major cycle in Gloucester's fish producing history. First was the salt cod business and then came ocean perch. Now there is a heavy demand for tuna. It is a premium fish and Gloucester lies as near the Southern Pacific tuna as does the California tuna port of San Diego.

The *Sun Jason* covered about 2,800 miles on its trip from the South American fishing grounds to Gloucester via the Panama Canal. She fished for 45 days and the fish averaged 50 to 60 lbs. each. Davis Bros. Fisheries bought the fare of frozen tuna for canning.

Capt. Lazaro Massa and his crew plan to try catching Atlantic tuna with Pacific-type poles, and if they are successful many Gloucestermen will be encouraged to try for the bluefin. Pole fishing equipment costs only about \$500 compared to the \$15,000 or more that must be invested when vessels net tuna with seines.

"Albatross" and Skipper Lost

The 84-ft. fishing dragger *Albatross* was sunk and her master, Capt. Bjorgvin Einarsson of Arlington, was lost as the result of an early-morning collision on June 20 three miles off Cape Cod Light, with the SS *Esso Chattanooga*. The 12 members of the crew, all Gloucestermen, were rescued by the oil tanker and taken into Boston.

Twelve hours later a \$250,000 suit was filed in U. S. District Court against the tanker *Chattanooga* by the B & B Trawling Co., owner of the *Albatross*. The complaint alleges that the tanker was traveling at an excessive speed before the collision.

Portuguese-American Fleet Blessing

A fleet of 22 gaily-bedecked Portuguese-American fishing draggers docked several tiers deep at State Pier, received an impressive blessing on June 15 from Bishop Thomas F. Markham. It was the high spot in the eighth annual blessing of the Portuguese-American fleet celebration.

Bishop Markham headed the mile-long procession from the Church of Our Lady of Good Voyage to the Pier, where 400 Portuguese-American fishing captains, fishermen and their families participated. Capt. Edward J. Silva, master of the dragger *Clipper*, was general chairman of the three-day observance.

To Install Whiting Cutter on "Cigar Joe"

An automatic whiting cutter has been assembled at the Gloucester Machine Shop, for installation aboard the dragger *Cigar Joe*. The machine, which is electrically operated, conveys fish on a belt, past a razor-sharp blade that cuts off their heads. The capacity of the 10-ft. long device is said to be 30,000 lbs. a day.

Boats Equipped with Radar

Several draggers in the Gloucester fleet have been equipped with Radiomarine Model CR-103 radar recently, by Louis Posner Marine Radio Equipment, Inc. They include the *St. Peter II*, Capt. Benjamin Favazza; *Holy Family*, Capt. Matt Mocer; *St. Nicholas*, Capt. Salvatore Parisi; *Julia Ann*, Capt. Leo Favaloro; *Felicia*, Capt. Salvatore Nicastro; *Positive*, Capt. Jose Jacquetta; *Philip & Grace*, Capt. Philip Curcuru; *Ave Maria*, Capt. Salvatore Curcuru; *Theresa Boudreau*, Capt. Alphonse Boudreau.

Bishop Blesses Italian-American Boats

Bishop Thomas F. Markham of Lowell, auxiliary Bishop of Boston, officiated at the blessing of 80 Italian-American fishing vessels in a ceremony held at General Seafoods Wharf June 29 in connection with the St. Peter's Fiesta.

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The Fiesta, which was the 23rd annual one, closed June 30 with a fireworks display.

Capt. Leonard Linguata, chairman of the Fiesta Committee, awarded the John Nagle trophy, which is presented annually to the winning captain and crew of the seine boat races, to Sam Randazza, coach of the *Nina*. The co-captains were Jerome Loicano and Steve Sinagra.

The *Pinta*, captained by Sam Nicastro, came in second, with the *Santa Maria* third. The *Nina*, *Pinta* and *Santa Maria*, named after the vessels Christopher Columbus commanded during his discovery voyage to America, were made in Maine exclusively for use in the fiesta seine boat races.

Food Research Laboratories

(Continued from page 16)

make metabolic balance studies, chemists isolate active components or evaluate potency or purity.

Laboratories Use Many Reference Books

Over the years, an immense library has been accumulated and is at the disposal of the staff. It is no professional secret to confess the dependence of the modern researcher on this extensive library of scientific books, journals, reprint files, and experimental records. The man in the food laboratory cannot be expected to know all the answers, but he should know how and where to look for them.

To this end a constantly growing library of several thousand text and reference books is maintained. These embrace the fundamental physical and chemical sciences, medicine, nutrition, food technology, animal husbandry, bacteriology, etc., as well as numerous industrial phases of these subjects. New reference works and reviews within the scope of special and general interest are constantly being added to the shelves.

In visiting such an organization as Food Research Laboratories, it becomes evident that science has not only brought our food products to their present high standard of purity and quality, but also has made them into better health protectors. It is likewise seen that the business of the food producer, processor and purveyor owes an immense debt to science and that this debt will surely increase as time goes on and as the laboratories of the Nation help develop and produce newer and better foods for man as well as for livestock, poultry and even domestic pets.

Year by year as the fish needs of the world become greater and greater and the burden on food manufacturer or processor becomes heavier, the part played by the scientific facilities of the modern independent food laboratory such as this increases in importance. In this way the modern food industries have, for all practical purposes, a laboratory "away from home", and at a fraction of the cost necessary to equip, staff and maintain one on the home premises.

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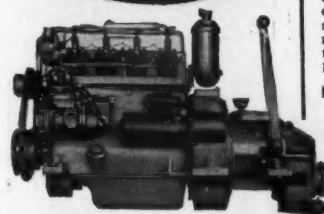
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Vineyard Bailings

By J. C. Allen

The first month of Summer has gone astern in the wake, one-third of what all hands are likely to consider the best season of the year. Perhaps it will be for some, but there are no indications of any miracles to come in these bailings. The plain and unshellacked truth of the matter is this, which we have said a thousand times:

The compensations provided by nature in the way of cycles, or what we have always called 'em, cannot balance the economy as represented by the fisheries as long as some long-eared sculpins from inshore are able to tell the public what they must eat!

We have argued from darned nigh half a century of fishing, and watching others fish, that every time on record when a variety of fish has become scarce another, maybe two others, have increased to replace 'em. The thing holds as good today as it did 50 years ago.

June, in our local bailings, didn't see any pick-up in groundfish. Fluke struck on about as they did a year ago, and kept some of the smaller craft moderately busy. But it was apparent from the looks of these fish that if they weren't chased so hard they would double in size, and be worth a hell of a lot more.

Offshore doings also, stacked up about normal, as normal conditions are figured in these days. No better, we would say, and perhaps no worse. 'Tis too soon to make any real decision.

Good Run of Scup

But the scup came as they have seldom done before in history. Mixed fish for the most part, which is always a good sign, with a darned good percentage of the largest culls. The bottom has been covered with them, so that draggers have mopped 'em up where it was soft or gravelly, and hand-liners have taken them on the ledges. One-man boats, fishing no more than two lines, have landed as high as 700 lbs. in a day. The local market hailed 100,000 lbs. a day for a week, the heft of it being scup, although there was a fair jag of sea bass running with them, maybe about one to five.

The point is, most any dragger could load up with scup. Most any of 'em can load up now, as we write about it. But they won't average three cents a pound, and there have been days when they wouldn't sell at all. There is no good reason for this except that the public has been educated to ask for filets, and it doesn't matter a damn what they are sliced from. We know, as well as anyone else, that scup have not been a success when frozen. But we also know that 40 years ago when we had 40 to 50 traps taking scup by the vessel-load, they sold and were somehow disposed of.

The bluefish struck on early, not too many, and spotty when they showed. But the signs look all right. Striped bass hit too, but not too plentiful, and all big, which is not the best sign to look for. But there has been something else, seals, and in June! The oldest sea-skimmer still in action cannot recall that this ever happened before. The critters are huge, and there are plenty of 'em. The thought has struck us that they could be sea-lions, and not real seals at all. Sea-lions, according to our impression, get along all right in hot weather, but we have never had 'em around here before. Perhaps we haven't got 'em now. But we had flying-fish a year ago, and we wonder.

Lobster Fry Plentiful

We have previously mentioned our local lobster hatchery, operated by the State. We have been impressed with the way that lobsters and fry have been handled in this institution, and we are still impressed. But we know that sea temperatures are having their effect on this hatchery for the first time, and it is not good for the adult lobsters. Old-timers have said before that the fade-out of our

lobster fishery here was due to mild Winters. Things that are occurring at the hatchery make us think that the old-timers may be right.

But this we know, that for more than a year the sea has been filled with tiny lobsters. We may have mentioned this before but it is worth repeating because they seem to be more plentiful this Summer than ever. Lobster-pots hereabouts are lathed wide enough so almost anything below the legal size can slide out. And so, when you get half a dozen finger-length lobsters in a pot, it looks as if they must be thick around there. That is what is happening anyhow, and from the places where they are found, quantity and the rest, it begins to look as if they came from the hatchery.

The swordfish season began during June. All hands will recall how the sword went through a year ago, and didn't stop long enough to wave a fluke. How things will work this year depends, as always, on the weather. But one of our vessels, *Christine and Dan*, Capt'n Bjarne Larsen, hoisted in 14 on his first day cruising easterly, after he made the Stream.

We observe that a Federal law is proposed, barring the taking of striped bass commercially. Massachusetts knows all about that, having had such a law for several years. A man can be fined or jailed or both who nets a striped bass in this State, but he can hook a boatload and sell 'em, or leave 'em to rot on the beach, as some men do. If they become scarce somewhere else, following passage of such a cockeyed law, it might be that the sport-fishing group would attempt to bar commercial fishing for mackerel or any other fish that hooks well.

New Seattle Fishermen's Terminal Can Accommodate Thousand Vessels

A peak moorage capacity of nearly 1,000 fishing vessels and complete drydocking, painting, repair and maintenance facilities are available at the Port of Seattle's new Fishermen's Terminal at Salmon Bay. Completion of a \$1-million expansion and modernization program over a period of two years has made the facility the finest commercial fishing terminal in America. Ringing the terminal are commercial marine business firms supplying all forms of ships stores, engines, fuel, fishing gear and other marine supplies and services.

The story of the Fishermen's Terminal at Salmon Bay covers almost 40 colorful years in Seattle's maritime history. It was in 1912 that the first important development on what is now the Lake Washington Ship Canal took place. The event was the acquisition by the Port of Seattle of property at Salmon Bay.

The future development of Fishermen's Terminal at Salmon Bay will see it become the hub of Seattle's fishing industry. In area, it is many times larger than any other similar fishing terminal in America. The number and size of boats docking at Fishermen's Terminal surpass that of any similar terminal in the country.

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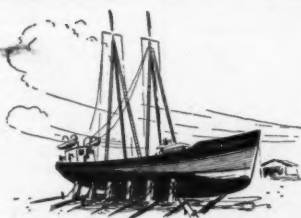
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*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

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*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

*Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

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- Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
- G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

RUST PREVENTIVE

- Sudbury Laboratory, Box 780, South Sudbury, Mass.

SHIPBUILDERS

- Bristol Yacht Bldg. Co., So. Bristol, Me.
- Diesel Engine Sales Co., Inc., St. Augustine, Fla.
- *Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
- Newbert & Wallace, Thomaston, Me.
- *Frank L. Sample & Son, Inc., Boothbay Harbor, Me.
- *Story Marine Railway, So. Portland, Me.
- Webber's Cove Boat Yard, Inc., East Blue Hill, Me.

SILENCERS

- John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

STEERING GEAR

- The Edson Corp., 141 Front St., New Bedford, Mass.
- Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

- *"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
- Hathaway Machinery Co., Inc., New Bedford, Mass.

VOLTAGE REGULATORS

- *The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

WINCHES

- *Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.
- Hathaway Machinery Co., Inc., New Bedford, Mass.

- Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE

- American Steel & Wire Division, United States Steel Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio
- Bethlehem Steel Co., Bethlehem, Pa.
- *John A. Roebling's Sons Co., Trenton 2, N. J.
- Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

Provincetown Has Heavy Run of Mackerel

One of the heaviest runs of mackerel in years, at least since 1948, has been taxing the facilities of the Provincetown fishing industry. More mackerel were landed in a two-week period during June at Provincetown than in all the ports of Cape Cod during the entire year of 1951. The season's catch through June 26 totaled 2,054,000 lbs.

Net prices of the mackerel to fishermen have been fairly good with large mackerel bringing between 12 and 20¢ a pound. The medium-sized fish, which have predominated, have been bringing an average net price to fishermen of 3¢ a pound.

Draggers Catching Whiting

As trappers are hitting mackerel, so are draggers hitting whiting, and other draggers, rigged for scalloping, have been unloading large catches of sea scallops.

The first tuna of the season from Provincetown traps, a fish which dressed down to 385 lbs., was landed at Cape Cod Fisheries on June 5 by Capt. John Fields.

Fishing Fleet Blessed

More than 13,000 persons, a record throng, witnessed the fifth annual Blessing of the Provincetown Fleet on June 29, and heard an address by the Most Rev. James L. Connolly, D.D., Bishop of the Fall River Diocese. After the Bishop had spoken and blessed the gathering and the fishing fleet, which comprised about 75 brightly-colored vessels, the boats left the wharf for the individual blessing.

They came to the southeast corner of the wharf, after forming a huge semi-circle about the harbor. The *Jimmy Boy*, Capt. Joseph Roderick, was the first in line. Coast Guard boats, trap boats and draggers from Provincetown, as well as a few Plymouth boats, joined the procession.

To Make Exploratory Cruises

The *Cap'n Bill II*, fishing vessel owned by Henry W. Klimm, Jr. of Woods Hole, left port on June 19 on the first of a series of exploratory fishing cruises for the Woods Hole Oceanographic Institution. Purpose of the cruises is to explore the waters of the Continental Slope from 200 to 400 fathoms to find fish and crustaceans in the area that may form a new source of food.

"Mary Madelyn" Sold

Capt. Clarence Santos of Provincetown, skipper of the dragger *Mary Madelyn*, now is sole owner of the vessel, having purchased her from John Santos and John Gomes. The *Mary Madelyn*, which is 52' long, was completely rebuilt recently.

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Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. Atlantic Fisherman, Goffstown, N. H.

LOOKING FOR A BOAT?

Let our 26 years of buying and selling experience work for you. Let us list your boat or find a boat to fit your requirements. Druggers, sloops, schooners, cabin cruisers, sport fishermen. Down East types a specialty. No inquiry too small. KNOX MARINE EXCHANGE, INC., CAMDEN, MAINE.

COMMERCIAL FISHING BOAT FOR SALE

Commercial fishing boat, 60' long. Atlas Diesel engine, 3 fluke nets, also scallop rig, good condition. Reasonable. M. Rasmussen, N. 5 Ave., Bay Shore, N. Y. Tel. Bay Shore 7-4207.

STEEL DRAGGER FOR SALE

Steel dragger: 58' x 17', 165 G.M., 3:1 reduction gear, Bendix recorder, two ship-to-shore telephones, automatic pilot, fully equipped. Ready to fish. T. A. Smirch, General Delivery, St. Augustine, Fla.

DRAGGER "ST. FRANCIS" FOR SALE

Dragger St. Francis, now in operation, 60' in length, 175 hp. Cummins Diesel. Heavy construction, sawn timbers. New England winch, Bendix fathometer, RCA 25-watt radiotelephone, Kaar direction finder. Ices 65,000 lbs. fish. Call EAst Boston, Mass. 7-2751-M between 6 and 7 o'clock.

FISHING BOATS FOR SALE

Dragger 104.6 ft., 15.3 ft. beam, 140-160 hp. Wolverine Diesel, fully equipped, a good sound seaworthy boat. 67 x 17 x 9 combination sea scalloper and dragger, 171 hp. Buda Diesel, the best of condition. 55 ft. shrimp dragger, fully equipped. This boat is in Fla. 2 sports fishermen, in good condition. Commercial fisherman in perfect condition, now fishing. Reg. 11 ton gross, 8 ton net. 90 hp., 4 cyl. Superior Diesel. Price \$5500. All these boats are priced reasonable. Write to Wm. E. Mott, Marine Broker, Hamilton, R. I. Phone Wickford, R. I. 2-0721R for appointment.

FUEL PUMP FOR SALE

Bosch fuel injection pump to fit Model MRDB 8-cylinder Superior. Unused since rebuilding at factory. Write Carl Beckman, P. O. Box 971, New Bedford, Mass.

DRAGGER "NEW ENGLAND" FOR SALE

Fifty-six foot dragger boat *New England*, Plymouth built 1941, fully equipped for dragging and scalloping. D13000 Caterpillar engine, 115 hp.

Boat now fishing out of Provincetown, Mass. Will sell for reasonable price. Apply Joseph Martin, 4 Cemetery Rd., Provincetown, Mass. Tel 243R.

BOATS FOR SALE

Commercial fishing craft. Modern fully equipped draggers ready for continuous production. "A good boat to suit your requirements." Details and photos upon request.

WANTED: New listings of first-class, fully equipped draggers and scallopers, 60'-85', at reasonable prices. Edwin B. Athearn, Marine Broker, Oyster Pond Road, Falmouth, Mass. Tel. Falmouth 2074.

POSITION WANTED

Alert young broker in Memphis, Tenn., with experience in merchandise brokering interested in representing reliable whiting fish producer. Unusually fine connections for selling wholesalers. Top references and bank connections. Write Box 46, Atlantic Fisherman, Goffstown, N. H.

MARINE GEAR BOUGHT AND SOLD

Cash waiting for bronze propellers, shafts, fittings, winches, engines, etc. which are in good condition. Also,

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we offer at tremendous savings a complete line of surplus watertight electric fittings, switch boxes, panel boards, lights, motor starters and all types of marine gear. Let us know what you have for sale and what you need. Warren Marine Exchange, Warren, Rhode Island.

ENGINES FOR SALE

Marine, industrial engines, gasoline, Diesel, used, rebuilt, new, also parts. Save money, be satisfied. Helwege Engine Sales, Richmond St., Freeport, N. Y.

DRAGGER FOR SALE

62 ft. dragger for sale. Powered with a 200 hp. Hendy Diesel engine. All underwater gear (shaft, propeller, stern bearing, stuffing box) is in perfect condition. Hathaway deck winch has just been rebuilt. Steel trunk has been installed over engine room. Fish hold will ice approximately 40,000 lbs. Bunker plates for handling redfish or whiting are installed. Bendix depth recorder and telephone are installed. Entire unit is in good working condition, nets and doors are aboard and vessel can be iced and sent to sea immediately. For further information, contact J. H. Westerbeke Corp., 35 Tenean St., Dorchester, Mass., or your broker.

ENGINE FOR SALE

Fairbanks-Morse Marine Diesel, 6 cylinder, 180 hp., Model 35 F 8 $\frac{3}{4}$, 4 years old, Kinney clutch fore and F-M marine clutch aft, extras, \$2500.00 f.o.b. Greenport, L. I. Write Philip Reinhardt, Southold, L. I., N. Y.

ENGINE FOR SALE

Kahlenberg Model AF 60-70 hp., 375-400 rpm. Inspected, clean, and in good condition. Has had excellent care. Immediate delivery. Priced at only \$900. Brebner Machinery Co., Inc., Green Bay, Wisconsin.

FISHING VESSEL FOR SALE

Commercial fishing vessel for sale, 56 $\frac{1}{2}$ ft. length, 23 tons net, 85 hp. Atlas Diesel engine, Bendix depth recorder, telephone. Good condition, fully equipped for fishing. Make offer. Write Box #47, Atlantic Fisherman, Goffstown, N. H.

MARINE DIESELS AND PARTS

150 hp. Murphy marine Diesel, 2:1 reduction, power take-off.

150 hp. Cummins marine Diesel, 3:1 reduction (water-cooled).

209 hp. Waukesha-Hesselman marine Diesel, 2:1 reduction.

240 hp. Fairbanks-Morse marine Diesel, 6 cyl., 35 F, 10 x 12 $\frac{1}{2}$.

500 hp. GM 8-268A marine Diesel, 2.5:1 reduction.

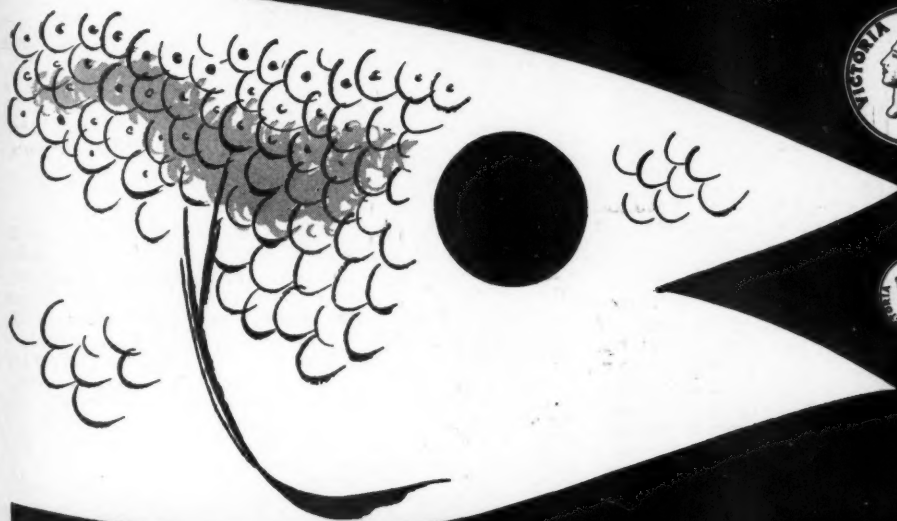
(2) 500 hp. GM 8-268A generator engines disassembled. Rebuilt 71 series engines. Parts for most engines, all reasonable.

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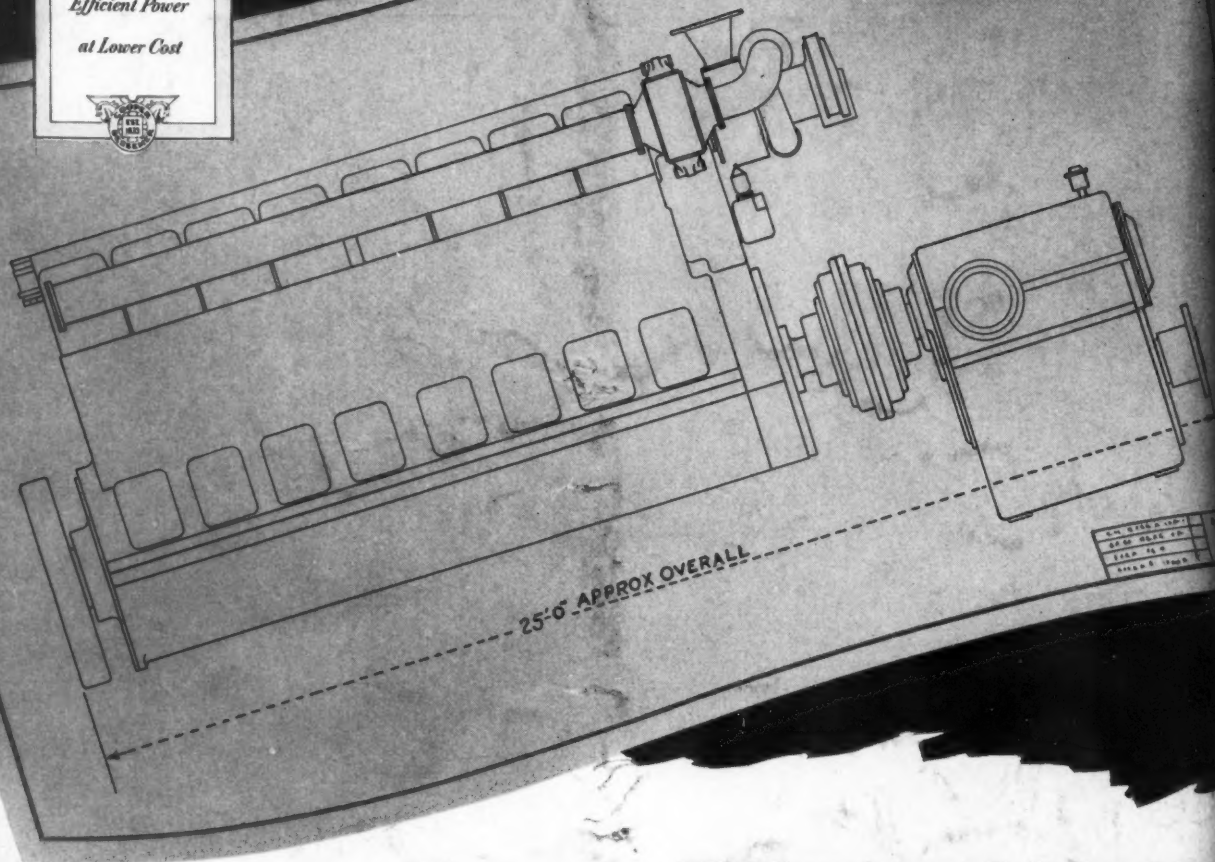
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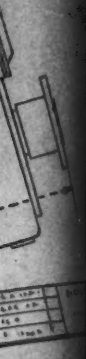
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